THE CHRISTIAN SCIENCE MONITOR

THANKSGIVING NUMBER

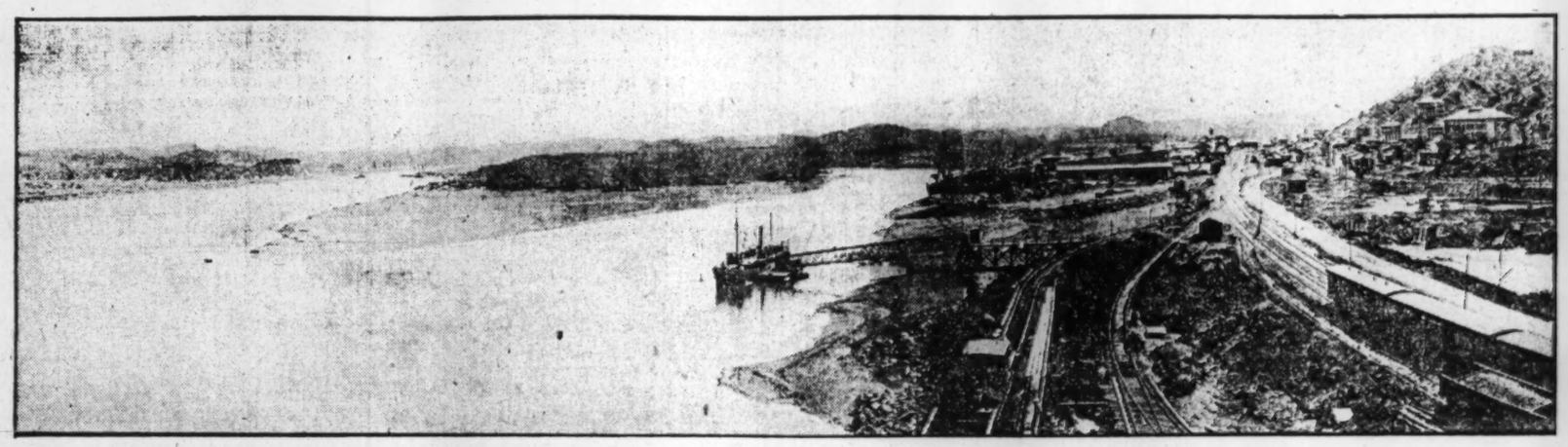
BOSTON, MASS., WEDNESDAY, NOVEMBER 23, 1910
VOL. II., NO. 304. **

THANKSGIVING NUMBER

PACIFIC OCEAN ENTRANCE TO THE PANAMA CANAL AT BALBOA

(Copyright by I. L. Maduro, Jr., Panama.)

The terminus of the Panama canal on the Pacific side has been appropriately named Balboa harbor, after the early Spanish governor of Darien, Vasco Nunez de Balboa; who, in 1513, crossed the isthmus and took possession of the "South sea" in the name of the King of Spain.



The harbor is being enlarged, and the mud spit which extends between the canal channel and the river on the left is to be removed. Borings have been taken to a depth of 40 feet to ascertain the character of the bottom. A dredge is working in the channel near the small steamer.

SENATOR DECLARES THAT LEGISLATORS ESPOUSE HIS CAUSE

Mr. Lodge Says He Neither Needs Nor Intends to Engage in a Controversy With the Governor-Elect.

AWAITS REELECTION

"Members of the Legislature have resented Mr. Foss' proposed campaign against me and are taking my part in this senatorial contest," declared Senator Lodge today, when asked if he was yet ready to make a reply to Governor-elect Foss' pronunciamento.

"I do not need to engage in a controversy with Mr. Foss and I am not going to do so," he said. "Speaker Walker, Representative Washburn and other legislators who have disliked the attitude of Mr. Foss in this matter, have come out for me today and are openly taking my part."

Mr. Lodge said that he thought Mr. Foss' statement had helped him considerably. "His attack is lining up the Republicans everywhere for me. I think the situation at present looks very favorable for my reelection," he added.

Mr. Lodge said that Senator Crane felt confident that Mr. Lodge would be returned, following the conference between the two senators at the Hotel Touraine Tuesday.

"Section 3 of Article I. of the constitution of the United States," says Speaker Walker of the Massachusetts House of Representatives, "provides that 'the Senate of the United States shall be composed of two senators from each state, chosen by the Legislature thereof.'

"As a member of the House of Representatives, I resent the announcement of the Governor-elect as an unwarranted interference by the executive with the legislative branch of the Legislature."

Roger Sherman Hoar, Democratic senator-elect from the fifth Middlesex district, says that he will introduce in the Legislature a resolution calling for a special referendum election to advise the legislators as to the popular preference for United States senator, and shall consider himself bound by the vote of the people, if the resolution is adopted and put into effect.

Replying to criticism of his action, Mr. Foss is credited with stating that he acts solely as a citizen in opposing Senator Lodge's election, at the present time. He adds: "Until inaugurated I shall bend every effort to this end; after that, of course, my hands are off."

Both Senator Lodge and Senator Crane were at Mr. Lodge's headquarters at the Hotel Touraine Tuesday and held several conferences.

The question of replying to the Foss announcement was talked over, and Senator Crane, it is understood, was firmly of the opinion that it would be better to ignore it.

After a conference with Governor-elect Foss of more than an hour, Col. William A. Gaston announced late Tuesday that he was in favor of a Democratic caucus to choose a candidate for United States senator, being wholly opposed to the Democrats supporting any Republican progressive or otherwise.

END 20,000 MILE CRUISE IN LITTLE CRAFT SEAFARER

San Francisco has been reached by the little auxiliary schooner Seafarer which left this port April 22 for a cruise of over 20,000 miles.

The vessel is owned by L. A. Norris of the California city, and when it arrived at the Golden Gate, it completed one of the longest trips ever attemtped by a yachting party.

On board the craft were the owner, his wife, and little daughter, and Miss Helen Wylde of Seattle, who is a niece of John Wylde, the well known steamship man of this city.

Fresh from the yard of the builders at Boothbay, Me., the small vessel arrived at Boston April 16, and after taking on supplies, left here on the 22nd of that month. The course was laid for the Azores. From there she sailed through the Mediterranean sea, visiting all the principal coast cities, and passed through the Suez canal.

REPORT ON COLD STORAGE READY

WASHINGTON—The subject of governmental regulation of cold storage in so far as the process enters into interstate commerce will probably get before Congress when Senator Heyburn for the committee on commerce files the report which he is now preparing.

It is said that this report will in general indorse the suggestions of Dr. Harvey W. Wiley, chief chemist of the department of agriculture, in favor of close supervision of cold storage rooms and official recognition of the length of such storage.

AUCTION HOME OF JOHN BROWN

SPRINGFIELD, Mass.—The home of John Brown of Harper's Ferry fame has been sold under the auctioneer's hammer by Nelson L. Elmer, the owner, for $2250.

The house, which is situated at 5 Gray's avenue, was occupied for several years by the famous abolitionist, who was for a long time a resident of Springfield.

No Monitor Tomorrow

TOMORROW, Thursday, Nov. 24, having been officially set apart in the United States as Thanksgiving day, no editions of The Monitor will be published on that day.

Today's issue of The Christian Science Monitor consists of 96 pages, made up in eight sections of 12 pages each. The intent of the publishers has been to make the anniversary issue an international newspaper in every respect, hence the news has been placed without regard to locality. The same idea has predominated in the location of advertising. The assumption is that the entire paper will be interesting and profitable reading for all Monitor subscribers and friends everywhere.

PERMANENT POLICY FOR SCHOOL OF PEACE AN AIM OF MEETING

Provisional Directors of International Institution Assemble in Boston at Home of Edwin Ginn.

TO CONFER ALL DAY

A directorate and future policy for the international school of peace, are expected to be results of the conference of the provisional directors today at 29A Beacon street with Edward Ginn, upon whose foundation of $50,000 a year devoted to the cause of peace the school is operating.

The results of today's meeting will not be made public until the conclusion, which will be late in the afternoon, it was said at the meeting place today.

Those who are meeting with Mr. Ginn are David Starr Jordan, president of Leland Stanford University; Hamilton Holt, managing editor of the Independent, and vice-president of the World's Federation League; James Brown Scott, special councillor of the state department at Washington, D. C., a member of the United States delegation at the second Hague conference in 1907, and one of the U. S. counsel in the Hague fisheries arbitration; John R. Mott, international secretary of the Y. M. C. A., and Edwin D. Mead.

CANADIAN SAYS ANNEXATION IS NOT POSSIBLE

"No policy whatever will operate to bring about annexation; for Canadians resent anything suggestive of disloyalty was the emphatic statement at the Canadian Club dinner, to celebrate the approaching 100 years of amity between Great Britain, the United States and Canada, in the Parker House Tuesday night by the Hon. J. W. Edwards, member of Parliament from Ontario.

"The fact that 8,000,000 of Canadians buy from the United States more than twice as much as 95,000,000 of Americans buy from Canada has led Canadians to give up the idea that the United States is Canada's natural market."

Letters were read from the Hon. Wilfrid Laurier, prime minister of Canada; Gerard H. Brown, a member of the Canadian government, and James Brierly, president of the Canadian Club of Montreal.

Resolutions were unanimously adopted urging all foreign countries to appoint peace commissions similar to that recently named by President Taft. It was decided that copies of the resolutions be sent to the President, to the prime minister of Great Britain and to the governor-general, the premier and the president of the council of Canada.

FIRE FORCE HONORS WOMAN.

NEW YORK—For the first time in the history of the New York fire department the Maltese Cross, a long service decoration, has been bestowed upon a woman, Mrs. Sarah Pope, who has been attached to Engine Company 21 for 20 years as matron.

MR. TAFT'S PANAMA VISIT GIVES RISE TO MUCH SPECULATION

Generally Agreed That President Did Not Leave Washington for Mere Purpose of Noting Progress of Work.

FUTURE PROBLEMS

What will be the net results of President Taft's visit to the Panama canal?

This is the question that a great many persons are asking. Manifestly, they argue, the President of the United States did not leave his tasks at Washington, and fly in the face of time honored tradition by stepping out of the country during his term of office, just to ascertain that the canal work is going on as it should. He could have ascertained that fact fully as well—if not a great deal better—by staying in his office and reading Colonel Goethal's reports.

President Taft's visit, it is agreed, concerned larger questions than those of mere canal construction. The approach of the day when the waterway shall be open to the commerce of the world opens a big field for administration and legislation.

It was marvelous, the way that the federal government made over the 10-mile strip of isthmus to render it suitable as a place for the canal-diggers to live and work. Now something else remains to be done to prepare the country suitably for the mighty traffic that is expected to find its way through. One of the President's tasks is to find out what this something is, how much of it he is authorized to do, by virtue of his executive authority, and to what extent he will have to look to Congress for legislation and appropriation.

One of the problems of canal administration will be that of how the coaling and ships' stores service shall be conducted. For the period of canal construction the United States has adopted the policy in the zone of supplying its employees with all necessities, virtually, at cost. If the government should decide to conduct the coaling and ships' supply business on the isthmus, there would probably be spirited opposition from private interests which would thereby be excluded from a profitable field. On the other hand, the government would probably insist that excessive prices must not be charged for these necessities on the

(Continued on Page Five, Column One.)

SEEK BROCKTON STREET WIDENING

BROCKTON, Mass. — North Main street, from Pleasant street to Prospect street, has been surveyed by the city engineer's staff and plans will be presented to the city council. It is intended to ask the city council to authorize a petition to the Legislature for permission to issue bonds for the cost of widening.

CHICAGO BEEF MEN'S TRIAL.

CHICAGO—Unless unforeseen complications arise, the indicted members of the so-called beef combine will be placed on trial Dec. 20.

MR. TAFT GUEST OF RICHMOND ON ARRIVING HOME

RICHMOND—President Taft came to this city from Fortress Monroe Tuesday afternoon to be the guest for 24 hours of the citizens of the old confederate capital.

He dined at the Westmoreland Club and later held an informal reception at the Commonwealth Club. This morning he breakfasted with Governor Mann at the executive mansion, and this afternoon he will speak to the Virginia educational conference.

The President will reach Washington at 8:35 o'clock tonight.

On his way to Richmond Tuesday afternoon Mr. Taft stopped for half an hour at Williamsburg to visit William and Mary College and the Bruton parish church, which dates back to 1632, and from the pulpit of this historic church he made a little speech.

Mr. Taft has absolute faith in Colonel Goethals, the chief engineer, and the members of his staff.

PLAN AERIAL LINE TO SPRINGFIELD

SPRINGFIELD, Mass. — Stewart N. Dunning, a Hartford (Conn.) lawyer, accompanied by Joseph K. Kapocka and A. Warzycka, came to Springfield yesterday and conferred with George A. Bacon, attorney, about the establishment of an aerial line between this city and Hartford. The company which plans to operate the aerial line will be incorporated in Massachusetts and the visit was to take steps toward obtaining incorporation papers.

The machine which the company intends to operate combines the principles of the dirigible balloon and the biplane.

SAYS GAMBLING MUST GO.

NEW YORK—Mayor Gaynor Tuesday afternoon made plain his attitude toward gambling houses in New York in a letter to a Brooklyn lawyer who complained that for two weeks the police had held possession of a client's saloon, on the charge that it was a gambling house. He said they must go.

THANKSGIVING FARE FOR FIVE THOUSAND BY SALVATION ARMY

Thanksgiving dinners will be served to 5000 people at the Peoples Palace by the Salvation Army tomorrow. As usual, this will be the most extensive philanthropic activity of the day in Boston.

Col. Adam Gifford today finished the preparations for the feast, which is made possible by the activity of the members of the organization in collecting funds and by additional contributions by the overseers of the poor.

Congregational churches of Boston and vicinity conduct extensive help for families in their own homes through the City Mission, and the Episcopal Mission has been even more than usually active this year in this way.

Several churches in Cambridge have held entertainments at which the admission has been some article of food, which is to be given to some family to make ample the Thanksgiving meal.

Gov.-Elect Eugene N. Foss will address a special gathering at 4:30 p. m. tomorrow at the Temple Miskin Tefila.

ALL-NIGHT CONFLICT IN MEXICO BETWEEN REBELS AND TROOPS

Six Hundred Soldiers and Rurales, Shielded by Rifle Pits, Reported Holding Railroad Against Rebels.

LOSE TOWNS SEIZED

EL PASO, Tex.—Telephone advices here from Torreon, Mex., tell of an all-night battle near there between 2000 revolutionists and 600 soldiers and rurales.

The soldiers and rurales are reported to be holding the line of the Mexican Central railroad and, esconced in rifle pits, to be holding back the rebels.

The telephone message says reinforcements of Mexican troops are being hurried to the scene.

MEXICO CITY—Four hundred revolutionists who took part in the assault on Parral were repulsed with a loss of 13, the inhabitants withstanding the attack for many hours until troops were able to reach the scene from Chihuahua and Monterey.

Gomez Palacio was retaken by federal troops, according to official advices received here. The looters who occupied the town were pursued by mounted troops and eventually dispersed.

Documents seized in the house of a revolutionary are said to have revealed a conspiracy for the wholesale destruction of government officers, including Foreign Minister Creel, Vice-President Corral and others.

President Diaz was to be taken, but spared, because of his services to the country. The building of El Imparcial was to be destroyed by dynamite.

The Mexican government has declared a monopoly on all telegraph lines, both federal and private. It is said that no message can be transmitted except under government censorship.

USING CHELSEA'S NEW CITY OFFICES

Offices of the Chelsea board of control today are being moved from the court house in Chelsea square to the new city hall building and by Monday all other city officials may be housed in the new quarters.

It was not expected that the new city hall would be occupied until the first of next year, but although much remains to be done city business can now be conducted with comfort from the new quarters.

The board will meet in its new rooms Monday morning and henceforth meetings and hearings will be open to the public, it is announced today.

WOODROW WILSON PLURALITY 49,360

TRENTON, N. J.—Election returns give Woodrow Wilson a plurality of 49,360 for Governor, or 233,933 against 184,573 for Vivian M. Lewis.

The returns show that on the Assembly vote the Democrats carried the state by a plurality of 14,068. It is the first time that the party has done so in 16 years, not excepting 1906.

News of the World Told by Cable and Correspondence

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A Study

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The Monitor Mass Meeting for Clean Journalism

Held at the Auditorium, Chicago, is reported in the PUBLISHERS REVIEW. Exclusive publication of the speeches of Geo. Shaw Cook, and of J. J. Flinn of the Monitor editorial board appear in this magazine. TEN CENTS PER COPY.

HISTORY OF CHURCH HOMES IN WISCONSIN

By James Phelps of Wisconsin, an article of interest to every reader of this publication, appears in the November ILLUSTRATED REVIEW. Price, per copy, TEN CENTS

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Mention the Monitor when you reply

GREAT FORTIFICATIONS IN HAWAII

Diamond Head to be made one of the strongest forts of the world.



DIAMOND HEAD FROM HONOLULU.

This is a good view of the promontory. Fort Ruger and Battery Harlow are at the extreme left (see x mark in photo) of the Head and the observation hole is at the top of the knoll toward the sea. Presented here is also a view of Waikiki, the beach resort of all Honolulu. Bathing is indulged in at all seasons but the beach has been washed considerably owing to the dredging and filling of lands on the land side. DeRussy is farther to the left.

HONOLULU—Fortifying the Hawaiian islands, a work now well in progress under direction of the United States war department, is an accomplishment that is attracting the attention of the entire civilized world. It is something of international as well as national interest that the island of Oahu, on which is situated the capital and metropolis of this territory is to be fortified to an extent it is said that will rival Gibraltar. These fortifications, however, are for the island of Oahu only. Pearl harbor is to be fortified also and there is to be a dry dock of dimensions that will comply with the recent order of the navy department. It is a great undertaking—the fortifying of an island—and towns have sprung up in consequence.

Any one who has visited Honolulu will remember the promontory known to the world as Diamond Head but to Hawaiians as Leahi. It is the most conspicuous landmark to those entering the harbor from the United States because of its peculiar formation. This is the place selected by the war department for one of the principal batteries. And the battery is so safely lodged behind the Head that it is not visible from the sea.

Let it be known that from the front, or sea end, of Diamond Head to the sloping walls at the back there is a crater of an extinct volcano. On the land end of the slope of the hill is placed Battery Harlow, consisting of eight 12-inch mortars each of which can send a projectile nearly seven miles, though the shot weight is more than 1000 pounds. Battery Harlow is in two sections of four guns each, each section manned by 103 men. Standing on the cast steel plates which form the gun base of the battery one can have a view of only a small portion of the sea between Koko Head and where it is shut out by Diamond Head. Surely a gun could be sighted there to meet anything that might need attention as it rounded Koko Head. But the battleship or cruiser would have to be far away else the mortar projectile would drop into the sea beyond the range and be harmless to the enemy. It that case it would be attended to by one of the great shore batteries at Waikiki, a mile nearer town.

The guns at Battery Harlow are arranged to sight true at an angle of 65 degrees. It is possible for the gunner to drop three shots in 10 on the deck of a vessel seven miles distant, no matter what her speed or direction. But how are the gunners to see through 2000 feet of earth to get a range? Here at Harlow a tunnel has been dug through the lava rock which forms Diamond Head. Just now this tunnel is so guarded that no one is allowed to enter its cemented portals. On the outer, or ocean side, is an opening so masqued with rocks and grass that it cannot be discerned from the sea though one may walk within a few hundred yards of it. Here is to be stationed the man who decides the range and by means of an electrical system reports to the men in charge of the squad at the guns the result of each shot. Old Diamond Head will assume the proportions of Gibraltar and her secret passages will be as numerous and as secret to all but those who serve Uncle Sam.

A local electric company has recently been engaged installing mammoth searchlights. These have been placed at different parts of the Head and command every inch of space within a radius of 20 miles at sea and on land until obstructed by the tall hills back of the city. Congress appropriated $130,000 for the purpose of supplying such lights for this island and that body will be asked at the next session for an additional appropriation so that three more of the 60-inch class may be had. Those already in place are the strongest made.

One cavern-like compartment is for the dynamos that operate the model electric system. This place, like seven others in the fort, are burrows in the lava sides of Diamond Head. Each is as distinct and separate from the other as though in another part of the world. Thousands of pounds of shells and projectiles containing the most powerful explosives known are stored here where the guns of the enemy cannot reach them.

To date more than $1,000,000 has been spent on Battery Harlow and the end is not yet. There was a test of one of the guns some months ago and the shock was such that the wrought iron flooring of many tons was cracked so that it had to be sold to a junk dealer and taken away and replaced by stronger material. So far the harbor entrance at Honolulu is as well protected as the entrance to New York.

Ft. DeRussy, a mile from Diamond Head, is at this moment a mass of concrete formations with a background of tents. Breastworks have been thrown up for protecting the ammunition. Each magazine is protected by 400 feet of earth and sand which the men have piled in front of it. Cement steel reinforced shields are behind. This battery is along the old Waikiki road, the private property of a number of wealthy residents having been condemned for the purpose of securing the location. Beautiful homes in the midst of coconnut groves have been turned into army quarters. Where society once gathered in the hospitable home of a famous Honolulu family high privates now employ their time wheeling sand to construct means of protection.

Farther along this old road are the tents of the marines stationed at Camp Very. There is no fortification at this point, quite near the city, but it may not be far distant when the concrete may be piling in fortress shapes there.

To the westward 13 miles, at Pearl Lochs, work is progressing on great fortifications and a dry dock for the use of American warships. Although this project has been under way for two years, so enormous is the undertaking that the soil has been but little more than scratched. Certain it is that Oahu is to be fortified in a manner that will go far toward making it one of the greatest fortresses in the world. That it will be provided with modern armament that will eclipse that of all other forts is the intention of the war department. In the opinion of strategists Hawaii is to be the first point of attack in the event of war with a foreign nation for the reason that with its fall would go the base of supplies for all the Pacific squadrons. The batteries at Pearl harbor are inland a short distance. Those mentioned are on the southeastern side so that all other parts of the island are open to attack by a landing force. There are stationed here, however, cavalry and infantry in sufficient numbers to repulse any such move that might be made by an enemy.

JAPANESE SOLDIER KIT LIGHT.

The full equipment of the Japanese soldier in winter weighs 69 pounds, and in summer 66 pounds.

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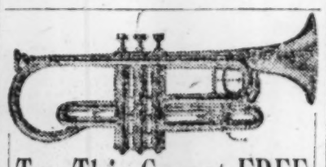
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CHEAP WATERPOWER FOR ONTARIO CITIES

Provincial commission has executive authority and builds transmission lines and stations.

TORONTO, Ont.—Some years ago an investigation of the waterpowers of Canada led to an estimate of the available resources as equal to 11,000,000 horsepower, or enough to supply all the motive force in operation in any form in the United States. From one fourth to one third of this power belongs to Ontario. Ontario is a province of about the same area as the German empire, with a population of 2,250,000. There is no coal in the province, that commodity being imported chiefly from Pennsylvania. The importance of waterpower to Ontario people is manifest.

Ontario is a sovereign province, its Legislature being free to deal with any question not specially reserved to the federal government. The people themselves are therefore primarily concerned in the conservation and development of the power. Private interests first took up the development of power, and, not to mention smaller enterprises, franchises were secured by three companies for the development of blocks of power at Niagara falls. These franchises covered over 400,000 horsepower.

The people began to realize that unless they took steps to protect themselves private enterprise would monopolize the available power. In 1902 a union of the municipalities of the western part of the province was discussed, and finally took permanent and practical shape. A deputation waited upon the premier of the province and requested the assistance of the government in formulating a scheme by which the natural power resources might not be loaded with the heavy tolls of corporation intervention before they reached the consumer.

The Ontario government appointed a commission, known as the Ontario hydro-electric power commission, of which the Hon. Adam Beck is chairman. The Hon. J. S. Hendrie and the Hon. W. K. McNaught, who sit in the Legislature, are the other members. This commission is an evolution from two earlier commissions, all of which represented the ideas arising from the discussions of a score or more of municipalities interested. The commission, therefore, represents the municipalities, and is their trustee, under the government. It has executive powers for the purpose of building transmission lines, transformer stations, and providing similar equipment, making contracts for power, and distributing this power to municipalities which require it.



P. W. SOTHMAN.
Danish engineer who built the Ontario government waterpower transmission lines in use today.

The commission asked for tenders for power from the Niagara companies, and the Ontario Power Company was successful in securing a contract at a rate which, when the conditions laid down fully apply by the growing consumption of power, will be less than $9 per horsepower.

The private corporations have materially reduced their prices on condition of long-term contracts, but they do not offer the periodic reductions which come through the public ownership system. Nor do they offer to hand over their plant and equipment free of cost to the people at the end of 30 years.

The whole cost of equipment, repairs, maintenance, interest and sinking fund charges is included in the price of power to the consumer, and when the initial cost is paid a substantial reduction will take place in the price of power to all in the municipal union. The charges are distributed by the accounting bureau of the commission, and will be adjusted annually. The trunk transmission lines, the finest in the world, carrying a voltage of 110,000 over aluminum cables, have the same right-of-way to Dundas, the first division point. Thence branch off the Toronto lines, the Guelph and Berlin lines, and the lines for London and the west. Each unit contributes its share of the expense of the line and right-of-way upon which it depends. The more custom can be drummed up in any link of the main trunk line there is a proportionate reduction which affects all units up to the point of division.

The building of the lines and the equipment were left to P. W. Sothman, a Danish engineer of wide European experience, and he has so fully justified his selection that the Ontario installation is regarded as a model of solidity and security good for all time. The Hon. Adam Beck has been the leader in arousing public interest in the question. The Whitney cabinet has supported the power policy loyally. Sir James Whitney understands the popularity of the scheme. Nothing but government security is pledged, and the bonds guaranteed to the amount of $3,500,000 are fully secured by the municipal consumers. The municipalities themselves receive the power from the commission and distribute it within their own limits, the commission overseeing all transactions. The power is not allowed to be used for bonusing purposes.



THE HON. ADAM BECK,
Chairman of the Ontario hydro-electric power commission and a leader in the movement to conserve water sites for the municipalities.

The scheme as outlined so far provide for about 300 miles of transmission lines, of which 120 are now complete. About 30,000 horsepower has already been requisitioned at prices to the municipalities ranging from $16 to $30 per horsepower.

The commission, under Mr. Beck, has not been confined to this main scheme. Ottawa has been furnished with power under the commission on terms by which the prices of power and light have been cut in two. The whose province is being dealt with in five districts, and the whole waterpower of Ontario will be organized for the people. Commissioner McNaught has estimated that there is a minimum capacity of 3,000,000 horsepower in Ontario water powers, and that this is worth in coal value $180,000,000 in cash every year. Mr. Beck's policy has made a beginning in thrift of this wasted treasure. An immediate benefit to the people has been the big cuts in prices made by private light and power corporations wherever the Ontario commission appeared in the field.

New Gift for a Man

Our collar buttoner. Prevents rumpling and saves time, temper and linen. Can be carried on the key ring. Silver 50c, gold $3.00.

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Wholesale and Retail, 52 Summer St., Boston.

FILIPINO GIRLS PLAY BASKETBALL

Governor Forbes interesting natives in athletics



PHILIPPINE BASKETBALL TEAM.
Tagalo girls who have become interested in American game.

MANILA, P. I.—The present governor-general of the Philippine islands, Cameron Forbes, is a former Harvard athlete and a great believer in outdoor games and he has offered a prize of a complete basketball outfit to the best school basket-ball team in every province in the Philippines. The boys of this school are, therefore, trying to win the apparatus for the girls shown in the picture printed herewith.

The girls of the basketball squad are of a Filipino primary school in a large town south of Manila and the photograph was taken near the Provincial high school building appearing in the background. The girls are very quick and active and probably better goal shooters than American girls of their age would be.

A noteworthy point is that 10 years ago it would have been impossible to secure such a picture, for during the Spanish regime it was not thought proper even for boy students to engage in games, while the Philippine Mother Grundy would have been greatly shocked to see girls exercising in any other way than walking.

It will be interesting for the northern children to know that the girls in the picture have never seen snow and they cannot understand how American boys and girls can walk upon the rivers and ponds in the winter. They have never seen a railroad or an electric car, though soon they will be able to see the former, as one is building from Manila.

These girls are called Tagalogs and their native language is Tagalo, but in their school they study and recite entirely in English to their Filipino teachers.

Leading Events in Athletic World — Baseball at Harvard

BASEBALL OUTLOOK IS MOST PROMISING FOR HARVARD NINE

First and Third Bases and Shortstop Only Positions That Promise Difficulty in Filling.

NO COACH AS YET

Optimism pervades baseball circles at Harvard this year, as a wealth of material has been discovered by the new card system in use. A squad of 70 men was at work throughout the fall season which has closed.

The hardest positions to fill next spring will be first base, third base and short stop. Captain MacLaughlin will play one of the positions, probably the one which proves to have the least available material.

The pitching staff will be very strong next year. McKay, the varsity football tackle, is as good in the pitcher's box as on the gridiron. The trouble with his college work which has prevented him playing baseball in the past, will not be present this year, as he will have to keep up his standard of scholarship in order to take his degree with his class. Felton, also of football fame, is out for pitcher. Ernst has been showing up well in that position. Babson, last year's outfielder, is to try pitching next spring and is one of the many possibilities. Bartlett, Hardy, Ohler, Bird and Captain MacLaughlin complete the box material so far in sight.

Young, who did most of the catching last year, is again available, but will be hard pushed by such men as Sweetser, Reeves, Burrage, Sullivan, Clifford and particularly Howe, who did some good work on the second team last year.

No veterans are available for third base, except possibly MacLaughlin, Tomes, Coon, Flint, Twitcher and Desha will contend for that position. Potter will again be seen on second and is reasonably sure of his position, since his work last year showed him to be a natural player. Blair and Booth are the other candidates for this position.

Carr and O'Connell have had more experience than most of the candidates for shortstop. Carr was used in that position a great deal last season. Gibson, Laury and Winston are other candidates.

A somewhat larger number is out for first base and at present it is very hard to differentiate between them. Charles Fenn, at present playing football, caught for the second team last season and has a very good chance this year.

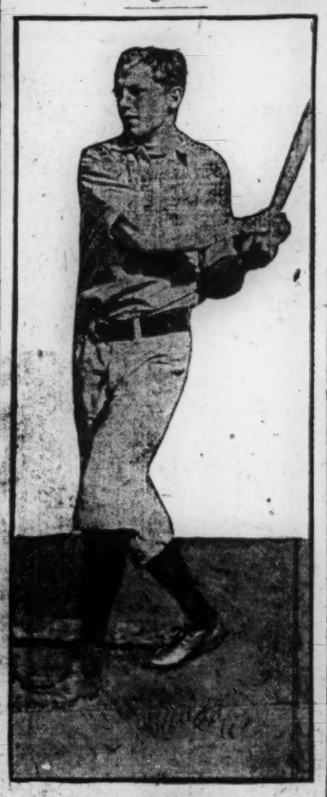
Wigglesworth, varsity quarterback, has decided to give up hockey and is a candidate for the outfield. Minot may come out but there is some doubt about it. Kelly, Stiles, Long, Brown, Bolton, Rodgers, Lewis and De Windt are the other men out for the three positions. Many of the present candidates for infield will later drop back into the outfield. Babson was very valuable last year in left field and will surely be used there unless he is successful in the pitcher's box.

The big question is in regard to the new coach. Entirely new methods of coaching the team are to be used this year, and with a good coach there is no reason why Harvard should not turn out an unusually good team. The material is very encouraging and the fall has been very successful. Among the men being consdered for the place are Fred Tenney, Roy Thomas, Malachi Kittredge, assistant coach last year, Sexton, Otto Deininger and Percy Haughton, present head football coach and captain of his baseball team in 1899.

PLAN ENDURANCE RUN.

A two-day endurance run about New York, New Jersey and Connecticut has been arranged by the New York Automobile Trade Association for Nov. 29 and 30.

Crimson's Brilliant Second Baseman Who Is Again Available



R. S. POTTER '12.
Harvard varsity baseball squad.

FORTY MEN COME OUT FOR BASKETBALL AT CORNELL THIS YEAR

Five of the Former Varsity Squad Out Making Prospects of a Winning Team Bright.

ITHACA, N. Y.—Regular basketball practise for the Cornell team is now going on, and a number of fast preliminary scrimmages are being held in the armory. There are about 10 more men out than tried to make last year's team, or over 40 in all reporting daily.

The work is being taken charge of by Capt. J. E. Bennett '11. Paul Steinberg of Syracuse, who worked the team into such shape in three days last year that they defeated the Pennsylvania team by a score of 28 to 11, will soon be back, and in the meantime, the preparatory drill work is being seen to by last year's varsity players.

The men are divided up into six teams, allowing six ten-minute scrimmages in an afternoon, each team taking part in two halves.

With a nucleus of five of last year's varsity squad to build upon, and an unusually promising lot of new men, prospects for a winning team are even better than last year.

Besides these candidates, seven or eight football men will join the squad. Captain Bennett said recently that from the range of choice presented there would in all probability develop one of the fastest basketball teams Cornell has ever had.

The schedule this year is heavier than usual. Several games will be played before the Christmas vacation. Two games will be played with Yale, Pennsylvania, Columbia and Princeton. Besides these major games, a number of less important matches are slated.

All of last year's squad are out. They are J. E. Bennett '11, captain; H. P. Blumenauer 11, Octavio Carvajal '11, R. P. Heath '11, J. S. Twaddell '11, S. W. Andrews '12, and R. L. Elton.

YALE ROWING COACH AND CAPTAIN WILL TRY INNOVATIONS

Effort Made to Get Out Heavier and More Powerful Oarsmen Than Past Four Years.

EIGHT "Y" MEN OUT

NEW HAVEN, Conn.—Strenuous efforts are going to be made by the rowing authorities at Yale University next spring to turn out varsity and freshmen eights that will be able to defeat Harvard in their annual regatta on the Thames next June. Three years of successive defeats for the varsity and four for the freshmen are the cause of this extra activity.

Already Captain Ferst and Coach Kennedy have instituted several radical changes in the year's program of training which, it is hoped, will turn out a winning combination before long. Articles have been written and statistics compiled with the idea of showing to the student body what circumstances have caused Yale crews to lose. The new schemes for practice and general rowing are expected to bring out more material for the varsity by training and interesting more men in oarsmanship.

The rowing situation at Yale is a peculiar one. There are eight "Y" men in college and yet none of them has ever rowed upon a winning crew against Harvard. According to previous Yale tradition the man who has made a "Y" in a varsity boat is considered to have a big lead over other competitors as far as getting a seat the following year is concerned.

Both Captain Frost and Coach Kennedy have already announced that the selection of men next spring will not depend much on whether a man has a varsity letter or not. In considering the causes of Yale reverses on the water the statisticians brought evidence to show that losing Yale crews have been lighter than their Crimson opponents and therefore lacking the reserve energy for a four-mile contest. Captain Frost has already urged that more big men and more men of all weights report for rowing practise, asserting that there was good material in the university which did not come out.

Last spring there was a report current that Yale crews did not get the strict training at Gales Ferry which Harvard discipline and environment imposed at Red Top. The main complaint seemed to be that Gales Ferry was too much of a social center before the annual boat races, but there is not the slightest doubt that careless training conditions, if they did exist in 1910, will be remedied in the general attempt to improve Yale rowing. The new George Adee memorial boat house, which is expected to be opened the latter part of this month, will undoubtedly have a good effect on Yale crews. It is a beautiful building with ample accommodations for varsity and freshman crews and the general oarsmen of the university.

PRINCETON FIVE TO PRACTISE IN NEW YORK RINK

PRINCETON, N. J.—The Princeton University hockey team will take the ice for the first time this season in the coming Thanksgiving holidays, when practise will be held at St. Nicholas rink, New York, on Friday and Saturday mornings of this week. Fifty-eight candidates for the varsity and freshman teams reported for the first practise of the year last week, the work consisting of an elementary drill in passing, shooting and blocking. The men reporting for the varsity exceeded in number those who have reported in former years, and with five veterans the Tigers should have a strong combination on the ice this year.

A freshman hockey team is an innovation due to the present management, as there has never been a freshman team to represent Princeton before. The 1914 team will play two games away from Princeton. The schedule for the varsity has not yet been announced, but there will probably be a trip to Cleveland during the Christmas vacation instead of the usual trip to Pittsburg, where three ante-season games are played with Yale. The Elis will be played in Cleveland this year. The season opens with the game with Columbia at St. Nicholas rink on Jan. 7. G. A. Hornfeck, who has coached the team in former years, will be unable to take charge of the team here in Princeton during the preliminary practise and they will be under the instruction of C. G. Ballin.

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BIG FOOTBALL GAME BETWEEN U. OF P. AND CORNELL TOMORROW

Philadelphia Varsity Favorite for Victory With Ithaca Team Expected to Put Up Hard Contest.

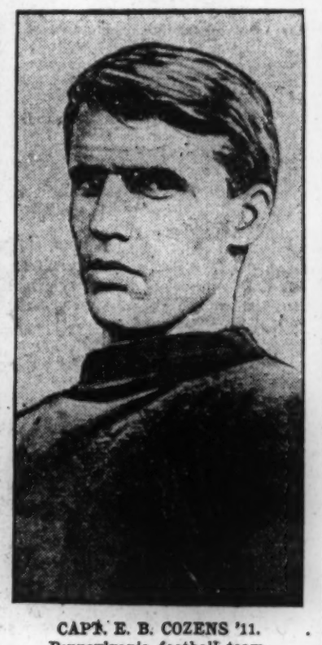
FORMER VICTORS

FORMER PENN-CORNELL VICTORS.			
1893	Pennsylvania	50, Cornell	0.
1894	Pennsylvania	6, Cornell	0.
1895	Pennsylvania	46, Cornell	2.
1896	Pennsylvania	32, Cornell	10.
1897	Pennsylvania	4, Cornell	0.
1898	Pennsylvania	12, Cornell	6.
1899	Pennsylvania	29, Cornell	6.
1900	Pennsylvania	27, Cornell	0.
1901	Cornell 24,	Pennsylvania	6.
1902	Pennsylvania	12, Cornell	11.
1903	Pennsylvania	36, Cornell	0.
1904	Pennsylvania	34, Cornell	0.
1905	Pennsylvania	6, Cornell	5.
1906	Pennsylvania	0, Cornell	0.
1907	Pennsylvania	12, Cornell	4.
1908	Pennsylvania	17, Cornell	4.
1909	Pennsylvania	17, Cornell	6.

PHILADELPHIA—Cornell and University of Pennsylvania meet on Franklin field tomorrow afternoon in their annual football contest and while the local university is considered by close followers of the two elevens to be a decided favorite for the victory, Cornell has made much progress since her game with Chicago when she defeated the Maroon eleven 18 to 0 and a hard-fought contest is looked for.

The Pennsylvania team of 1910 does not appear to be up to the standard set by former Quaker elevens. A defeat at the hands of Ursinus in the opening game of the year and a tie with Michigan the 12th, show that the former invincible Pennsylvania elevens are not equalled by the 1910 aggregation. Its most impressive work of the year was the 20 to 0 victory over Brown.

In Captain Cousens the team has a



CAPT. E. B. COZENS '11.
Pennsylvania football team.

fine leader and one of the really good centers of the year. Marks and Jourdet make a good pair of ends and the two tackles, Rogers and Morris are average varsity linesmen; but the guards do not seem very strong. Of the backfield men Ramsdell, halfback, and Mercer, fullback, are the best. Ramsdell is not now in the best of condition, and much of Pennsylvania's scoring will rest on him.

Cornell has a light but speedy team this year. Coach Read has been severely handicapped in developing the eleven on account of scholarship work, but the team made a good showing against Chicago and although the maroon is unquestionably weak this season, the result proved that Cornell has considerable scoring ability.

BOWDOIN AWARDS FOOTBALL "B'S"

BRUNSWICK, Me.—The Bowdoin College athletic council has awarded football "Bs" to the following players: Capt. F. A. Smith '12 of Calais, Manager H. M. Berry '11 of Gardiner, William H. Clifford '11 of Lewiston, Hugh W. Hastings '11 of Fryeburg, John J. Devine '11 of Portland, Edward E. Kern '11 of Woodfords, E. Baldwin Smith '11 of Brunswick, Richard W. Sullivan '11 of West Roxbury, Mass., Frank H. Burington '11 of Mechanic Falls, John L. Hurley '12 of Malden, Mass., George F. Wilson '12 of Albion, George C. Kern '12 of Woodfords, Kendrick Burns '13 of Saco, Philip S. Wood '13 of Bar Harbor and Robert E. Weatherill '14 of Brunswick.

Hon. Barrett Potter '78, Prof. Charles Churchins and Capt. Frank A. Smith were appointed a committee to arrange for a football coach for next season. The sentiment of the meeting favored the retention of F. S. Bergin of Princeton.

Former Center Rush Who Has Been Changed Into a Consistent End



C. N. SEAGRAVES '11.
Cornell varsity football team.

BROWN UNIVERSITY HAS STRONG SQUAD OF SWIMMERS OUT

Outlook for Turning Out Fast Aggregation Never Seemed Brighter Than Now at Providence.

PROVIDENCE, R. I.—Brown University swimmers have taken to the water in the Colgate Hoyt tank, and judging from the work of the first few days, a strong, all-round team will be developed. B. G. Smith, captain of the team, has been busy on the varsity football squad, but the swimming men not otherwise engaged in athletics will train regularly until the season opens after Thanksgiving.

None of the water polo team are expected to report until Friday. Raymond Brown of Newark, N. J., a freshman, appears to be an excellent man in the water, and those who have watched him perform during the past few days say that he is the equal of any collegiate swimmer now in college.

The entrance of Brown into the Intercollegiate Swimming Association has increased the interest in this form of sport here, and the men are showing good spirit in their work. Heretofore Brown swimmers have held but few competitions throughout the season except among themselves, and many good swimmers and water polo players did not go out for the teams because of that fact.

The swimming season begins Dec. 16, when Cornell and Columbia meet in a dual contest. The association is composed of Brown, Yale, Amherst, Williams, Columbia, Cornell, Pennsylvania and Princeton.

PRINCETON MEN GIVEN LETTERS

PRINCETON, N. J.—The athletic executive committee of Princeton has awarded the following 15 men the "P" for playing in the Yale game: 1911, E. Elsworth, A. Macgregor, W. R. Sparks; 1912, E. J. Hart, C. McCormick, W. McLean, H. M. Sawyer, S. B. White; 1913, V. Ballou, A. Bluethenthal, C. E. Brown, C. C. Dunlap, T. T. Pendleton, G. K. Wight, T. A. Wilson.

The following freshmen have been awarded their class numerals: H. A. Baker, A. Ball, E. H. Boyd, E. S. Correll, F. W. Gardner, T. Emmonds, W. E. Hammond, N. E. Hubbell, R. Matter, E. J. Pegram, T. A. Phillips, W. J. Shenk, P. C. Speers, K. C. Thomas, E. C. Waller, H. E. Waller.

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RATIONAL GOLF

By JASON ROGERS

A subject which is often debated among golfers in respect of the scores in competition is whether or not a player should be told at any point of the round what is the number of strokes he should take in order to beat a good score already handed in, says the London Times. The views expressed vary a good deal. Some take up the standpoint that no score which has been handed in ought to be divulged to any of the competitors, at least, until these competitors have already completed their scoring round and are themselves ready to hand in their own cards. It would be a very good plan if it could be faithfully adhered to, for its observance would help at least to sustain a wider general interest in the competition, and possibly to diffuse a greater playing keenness among a larger body of the players. It is to be feared, however, that, as the competitive scoring spirit is revealed today, this is a counsel of perfection. In nine cases out of ten it is the player himself, with a very low scoring round to his credit, who takes care to let all the other competitors, actual and potential, know what the card is. It would be difficult to say whether the object of the revelation is to scare off as many subsequent competitors as possible from attempting to beat the card, or whether it is simply a piece of irrepressible self-pride at a good piece of play, but the fact is patent enough to be undeniable in nearly every medal competition of every club.

On the other hand, there are players who are bold enough to confess that they always like to go out to the first tee in a scoring competition with a full knowledge of the score they have to beat. The knowledge, they say, braces them up to more steady and more careful play, sometimes to more brilliant play in willingly courting larger risks. Others, again, earnestly pray their fellow members not to tell them any of the scores already handed in. The knowledge puts them off their game, causes them, as it were, to lose their golfing balance, makes them preoccupied, with the possible risks of disaster. A better test of the golfing temperament and nerve is applied, however, when a competitor is rashly told by some enthusiastic friend three or four holes from home that he must finish with an average of fours if his card is to win. The suddenness with which the information is imparted has such a truly startling effect on the majority of players that they invariably fail to keep cool enough to avoid making some calamitous blunder at one shot or another. The reasoning on the point, therefore, comes to this, that the information should only be given where it is known that it will act as an increased stimulus to brilliant effort. The good or bad effect of such knowledge on play depends upon the temperament of the player, and that really is the only guide which should be followed when a general wish is shown to reveal a good score to a player nearing the end of his round. Taylor and Braid, for example, like to know "what they have to do" near the end of a round. It heartens them and imparts more dash, without any equivalent loss of care to their general play. But all scoring competitors have not the nerve and the temperament of these professionals. Many years ago in a professional tournament at Dollymount Willie Fernie had returned the lowest card. The professionals came out to the seventeenth hole to see Jack White who had been playing a brilliant game up to that point. Some one shouted to White at the last tee that "he had a four to tie." White then played one of his worst tee shots and sliced the ball out of bounds into the field. That was a case where the information of what a player had to do might have been better withheld.

A point in the improvement of links construction has been ventilated recently. It is that the architects of golf courses should preferably devote their energies to the digging of grass pits for the players instead of opening up fresh sand bunkers and banking them up on the further side. The contention is that the flat inland course, at least, is improved in point of variety of play by having a series of grassy hollows and irregularly shaped mounds on the fairway in preference to the stereotyped form of modern sand bunker. This is perfectly true, but, like most discoveries in golf, it is far from being new. North Berwick, Musselburgh, St. Andrews, and other old courses have long had the grassy hollow or pit as features of the local play. The advantage of the deep, grassy hollow is obvious as a kind of hazard. You can ground your club in it, but, owing to the high sides all round, you have to play with an iron club in order to get sufficient loft on the ball to carry it even a short distance.

It is a disabling lie, inasmuch as the player at a long hole is compelled to lose a great deal of distance.

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Each year shows some new improvement—Each year the demand for HANAN SHOES increases. The styles shown for winter are an innovation in the art of correct shoe construction.
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Come in and look around. It's your store. If you don't buy, no harm's done. If you do, I shall try to please you so well that you'll come again—gladly.
My right-hand man here is Mr. Bernard J. Ward, formerly with Macullar-Parker Co. He asks his old customers to meet him here.
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150 Massachusetts Avenue

Again—the values which make this store grow are strongly demonstrated

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Tremont Street Near West

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Model Dresses *Exhibited at the World's Exposition at Brussels*
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Magnificent *Evening Dresses*, Superb *Court Gowns, Reception and Decollete Gowns*, Rich *Dinner Gowns, Party Dresses, Evening Wraps*, of *silks*, of *satins*, of *velvets*, of *chiffons*, of *nets*, of *laces*, in cloths of *gold* and *silver*, in *bullion brocades*, with garnitures of *hand-embroideries*, of *pearls, jewels, spangles, opalescent, silks* and other motifs, with trimmings of *fur, jets, bugles, beadings, brilliants* and beautiful *hand-embroideries* in *silks*.

The reason for selling these dresses *at such a sacrifice* is this: The New York manufacturer from whom they were purchased is the maker of wonderfully beautiful lingerie, linen and evening dresses such as are worn at the winter resorts of the South; dresses so beautiful that visitors at these places often wonder where they originate. The middle of November he puts his entire force—cutters, designers, and operatives—onto dresses for southern wear. His imported linens, laces and other materials from which they are made had arrived and were in the Custom House. He needed the money at once for the duties, so *sold to Chandler & Co. for cash* his entire stock of both models and made-up dresses.

Examples of the Values in the Sale:

MAGNIFICENT EVENING DRESS from the Brussels Exposition. Orders were taken from this dress by the exhibiting dressmaker from Paris for duplicates to be sent to London, and the price, 1500 francs each. This dress would have cost landed, at this price, $480.00, and this the cost price. The original models are marked **195.00**

COURT GOWN, Gold Embroidered—an elaborate affair—and really of that gorgeousness that its proper display would be on the stage. This gown was also in the Brussels Exposition and was classed as one of the handsomest shown. The value is $750.00. Price..... **225.00**



	Value.	Price.
A RECEPTION GOWN of gold satin veiled with white chiffon, lace and net; outlined with embroidered net and cloth of silver	$210.00	**95.00**
A MAUVE CACHEMIRE DE SOIE GOWN, tunic effect, outlined with gold lace and black velvet, Yoke of fine lace and silver	125.00	**65.00**
A BLACK EMBROIDERED NET GOWN over white net	125.00	**55.00**
A PARIS MODEL VELVET AFTERNOON GOWN. The self-colored hand embroideries in simple designs are in keeping with the straight lines of the gown	200.00	**95.00**
PINK CHIFFON AND VELVET RECEPTION DRESS over pink satin and Dresden silk	160.00	**75.00**
AN EVENING GOWN after a model by Doucet. The black net overdress brought out in relief by beautiful designs of white porcelain beads, gold lace and bands of black velvet	225.00	**110.00**
A REPRODUCTION of one of the most effective models by Drecoll. The elaborate overdress of black net is beautifully worked out in hand embroideries in colorings to match the ombre shades of the dress. Gold lace trimmings	325.00	**165.00**
A Reception Dress of black satin and bands of cloth of gold. A paneled overdress of allover embroidered black marquisette outlined with jet	185.00	**85.00**
AN OLD GOLD SATIN AFTERNOON GOWN. Front of blouse of Oriental cloth	110.00	**58.00**
A BRUSSELS EXPOSITION MODEL DECOLLETE GOWN of ombre satin. The overdress of dull blue marquisette is embroidered in panel and bordered effect, with self-toned beads and hand embroidery, heavily fringed	450.00	**165.00**

	Value.	Price.
A MODEL DRESS from Templier & Rondeau. A black net tunic with gold and jet embroidery over mais foundation, with upper part of bodice and shoulders in emerald	$250.00	**125.00**
2 **CHARMING FRENCH DINNER DRESSES** of hand-embroidered velvet, the deep side panels of embroidery at base of skirt relieved by hand-embroidered motifs in pastel shades of gold cloth in bodice	250.00	**125.00**
A DIGNIFIED RECEPTION GOWN of black moire and elaborately embroidered net, with vest and yoke of gold lace	100.00	**43.00**
ONE OF THE EFFECTIVE VELVET DRESSES, in which the plain materials relieved by embroidered appliques make effective the straight lines of the dress	95.00	**55.00**
A DRESDEN SILK RECEPTION DRESS veiled with marquisette in ashes of roses	275.00	**85.00**
A BRUSSELS EXHIBITION MODEL in gold brocade. One of the most effective features of this model is the elaborate embroidery in the waist and the wide bands around the skirt, which are all worked out in gold thread and beadings, contrasting with embroidery of emerald	500.00	**195.00**
A MODEL AFTER DOUCET. The original was worn in the early fall at the opera in Paris and was the dress sensation of the evening. A charming model on the most graceful lines, largely composed of the most elaborate garniture and embroideries	300.00	**135.00**

	Value.	Price.
A CHARMING EVENING DRESS, "Francis" Model most becoming. A Grecian tunic elaborately worked out with self-colored beads, bugles and embroidery, the entire effect being accentuated with a girdle of blue velvet	$300.00	**125.00**
A MODEL DRESS, black net, jet and velvet over a satin foundation. Velvet bodice with magnificent garniture of gold and hand embroidery	200.00	**95.00**
A DAINTY EVENING GOWN, in which the embroidery on skirt and bodice is beautifully worked out in a light coral beading. Trimmings of marabout	275.00	**125.00**
AN EXCEEDINGLY EFFECTIVE EVENING GOWN, model by "Francis," with beautiful overdress of black Brussels net, with handsome design embroidered in bugle beads, brilliants, and pastel shades of silk over gold lace	250.00	**125.00**
A BRUSSELS EXHIBITION MODEL. A Black Evening Dress with elaborate Persian embroidery in silk and gold, with opera cape to match	650.00	**195.00**
A BRUSSELS EXHIBITION MODEL in cloth of gold. One of the most beautiful dresses exhibited there. It is a simple model as to outline, but the elaborate hand-embroidered net overdress, brought out by the gold foundation, gives an elegance and richness rarely excelled in any of the models	750.00	**225.00**
A MODEL DRESS of ombre broche chiffon, with insets of gold lace. Extremely simple in outline	135.00	**65.00**

	Value.	Price.
A BLACK VELVET DINNER DRESS with graceful panels of silk braid and net. One wide band of gold on the yoke and on sleeves	$175.00	**85.00**
A BEAUTIFUL CLOTH OF GOLD DECOLLETE GOWN, "Agnes" model, with bodice and side panel of skirt handsomely embroidered in Oriental colorings and cabochons, on gold lace; marabout trimmings	275.00	**125.00**
A RECEPTION DRESS after a model by Martial et Armand, of light rose satin veiled with black marquisette. The overdress of black net is effectively brought out with bugle beads, gold thread, and shades of taupe embroidery	375.00	**165.00**
A DECOLLETE MODEL GOWN in Copenhagen satin, wide side panel. Bodice of overdress and border of tunic done in allover bugle bead work	365.00	**145.00**
A BEAUTIFUL PARIS MODEL EVENING DRESS. The overdress of soft gray chiffon cloth is beautifully embroidered in Persian beads. Bodice and tunic outlined with silver lace	225.00	**95.00**
A BEAUTIFUL AFTERNOON GOWN of ombre satin with wide side panel and yoke of silver lace. Overdress of black net embroidered in Persian and outlined with black velvet	275.00	**135.00**
A PARIS MODEL DECOLLETE GOWN of white chiffon cloth over white satin. Elaborate border design of lace and Persian and gold embroideries	250.00	**95.00**
A BRUSSELS EXPOSITION MODEL in black satin, with most effective designs in allover eyelet work. Evening wrap to match	350.00	**150.00**
A MOST EFFECTIVE MODEL in white satin, heavily embossed in gold. Veiled with a beautiful shade of brown marquisette. Bodice outlined with gold and blue embroidery	285.00	**145.00**

64 Beautiful Tailored Suits

Values, 50.00, 60.00, 75.00 and 85.00

Prices, *35.00* and *45.00*

It is an axiom amongst the manufacturers of fine suits that the maker who turns out the finest of evening wraps has of necessity to control an organization the finest in his line, and that his suits must of necessity be of the very highest order. A manufacturer of this character closes out to Chandler & Co. all of his highest class suits and all of his highest class evening wraps at 40 *per cent discount.*

The Wraps and Opera Coats show a loss of about 50%, while the suits show a profit, as the fine imported materials from which they were made had been bought by the manufacturers at *less than half price*, with the ultimate result—the suits that earlier in the season would have sold for $50.00 to $85.00 are priced **35.00** and **45.00.**

Fine Quality Suits

Early season prices, 35.00 and 45.00 each

Chandler & Co.'s business in suits during the past month has been enormous. They have bought splendid lots of suits and sold great quantities, with the result that there are a great many broken lots, with incomplete ranges of sizes. These have been assembled with 30 or 40 suits advantageously purchased, and all will be sold at **20.00.** } 20.00

Beaded Blouses or Waist Patterns

These waist patterns, made up, are already on sale at from **35.00** to **50.00,** and the patterns were imported to sell at **15.00** to **25.00.**

Price *9.50* and *12.50* each

Only a few of the most advanced dressmakers have them so far; they will be all the rage next summer for blouses and waists for dress wear.
They are made of chiffon cloth; the yokes, sleeves and entire fronts are beautifully embroidered with beads—porcelain beads, crystal beads, gold beads, milk beads, jeweled beads—and they are in white, in black, in helio, sky, rose pink, navy and greens. Some with self-colored beads, others with contrasting color beads.

Coats, Evening Wraps and Opera Capes

Values, 45.00, 75.00 and 125.00

Prices, *25.00, 45.00* to *65.00*

Chandler & Co. received a telephone message from a great manufacturer in New York that he had 83 garments which he would sell *at half price.* He was told to express them over for inspection.

The four trunks were received by express the next morning and the garments were purchased without hesitancy, so excellent were the values.

Coats, Evening Wraps and Opera Capes in their demand and sale seem to be keeping pace with the increased demand for dresses. There is one difference, however, in the manufacture—the suit and garment people make the evening wraps, while the dressers are made by those who specialize in them; thus it comes that Chandler & Co. secured 83 magnificent evening wraps and coats in connection with the purchase of one or two hundred suits.

These wraps all went in at the same price as the suits. There are Coats and Wraps of broadcloth, of velour, of heavy silks and satins, beautiful linings of satins and silks, trimmings of embroideries, with all the splendor now displayed in evening garments, others with furs and velvets, and coats of all descriptions.

MR. TAFT'S PANAMA VISIT GIVES RISE TO MUCH SPECULATION

Approach of Day When Waterway Shall Be in Use Opens Field for Administration and Legislation.

(Continued from Page One.)

isthmus, to the prejudice of the canal patronage.

Then there is the development of the country, certain to be brought about by turning this remote portion of the world into one of the world's greatest highways. Only the Canal Zone is under the jurisdiction of the United States, but a great deal of attention is being directed toward Panama as a coming country, and its development seems likely to result as inevitably as that of the zone itself. In this development American citizens naturally will take a leading part. In the nature of things many contingencies will arise—some of which can be foreseen—that will call for a broad understanding between the big republic and the little one as to policy.

MEET IN WESTERN RESERVE REUNION

The New England Alumni Association of the Western Reserve University held its annual reunion and dinner Tuesday evening in the Hotel Bellevue.

Among those present at the dinner were the Rev. W. A. Knight of Brighton, president; Prof. and Mrs. Eugene M. Wambaugh of Harvard University, P. W. Eliott, Mr. and Mrs. H. L. Blackwell, Miss M. A. Hird, G. Wright Arnold, W. H. Alburn, Dr. J. N. Platner, George W. Tryon, Horace B. Fay, and John L. Finlay, secretary.

NEW ORCHESTRA MEMBERS NAMED

WELLESLEY, Mass.—Albert Foster, director of the Wellesley College orchestra, announces the members as follows:

First violins—Mary Welles, Ruth Grinnell, Claire Rosenberg, Carol Prentice, Sophia Tillinghast, Evelyn Gough, Alice Mulligan, Marion Long.

Second violins—Bernice Dunning, Anne Taylor, Evelyn Furber, Tilla McCarten, Bertha Warren, Mariam Ellis.

'Cello—Emily Merriam.

Piano—Elizabeth Hubbard, Marguerite Milnor.

FALL RIVER Y.M.C.A. EXCEEDS ITS AIM

FALL RIVER, Mass.—The Y. M. C. A. eight-day campaign to raise $50,000 for the dormitory fund is closed. The total raised by subscription is $55,891.50.

When the last day of the campaign opened the Y. M. C. A. had $44,911.50, but the subscriptions came in with wonderful frequency. There were several of $1000 each and when the captains of the teams made their announcement at a banquet in Remington hall in the Y. M. C. A., the cheering could be heard for blocks.

AID FOR DALHOUSIE COLLEGE.

HALIFAX, N. S.—James H. Dunn, of London, and formerly of New Brunswick, has forwarded to the treasurer of the Dalhousie University Alumni Association a gift of $1000 for the equipment of the biological laboratory.

J. P. MORGAN ASKS LONGER N. Y. PIERS

WASHINGTON—J. P. Morgan had a conference at the war department yesterday with Secretary of War Dickinson, at which the question of lengthening some of the steamship piers on the North river was discussed.

Mr. Morgan's purpose was to obtain the permission of the war department, which has jurisdiction over navigable streams, to the proposed lengthening of the piers so as to provide larger berths for new steamers now being constructed abroad.

Secretary Dickinson requested Mr. Morgan to submit his request in written form to the department and promised that it would be considered carefully.

SHIPPERS TESTIFY AT THE BEHEST OF GEORGE W. PERKINS

WASHINGTON—In the presentation of the shippers' argument yesterday before the interstate commerce commission on the suspension of proposed advances in the tariffs it developed that much testimony was instigated by G. W. Perkins of J. P. Morgan & Co.

It was said that part of the policy was to commit the shipping interests to testimony that there would be no complaint if the advances were made uniformly throughout the United States.

A delegation of a dozen officials from the Grand Rapids furniture manufacturing industries of Michigan appeared. While voicing opposition to the present eastern trunk line advance plan, they testified that they would have no complaint to make if the increases proposed were not confined to one section or otherwise discriminative.

SCHOOL FOOTBALL SEASON ENDS WITH GAMES TOMORROW

English high and the Boston Latin school teams meet tomorrow in their final football game of the season. This game always brings out the biggest crowd of any of the Boston school games.

Experts say that the game this year should go to Boston Latin, as they have a well balanced team and a very heavy line. Capt. Harold Pierce of the English high will not take part in the game.

At Somerville another important school game takes place tomorrow afternoon when the Rindge manual training school eleven meets the team from Somerville. This will be the first time in a number of years that Rindge will enter the game a favorite. A victory would make them interscholastic league champions, while if Somerville wins there will be a triple tie.

Other important games tomorrow include the Mechanic Arts-Dorchester contest at Dorchester, Brookline high-Waltham at Waltham, Salem high-Beverly high at Beverly, and Malden high-Medford high at Malden. The full list of games is as follows:

Rindge M. T. S. vs. Somervlle high at Somerville.
English high vs. Boston Latin, at American League grounds.
Mechanic Arts high vs. Dorchester high, at Dorchester.
Medford high vs. Malden high, at Malden.
Salem high vs. Beverly high, at Beverly.
Needham high vs. Wellesley high, at Needham.
Lawrence high vs. Haverhill high, at Haverhill.
Brockton high vs. alumni, at Brockton.
Cambridge Latin vs. Newton high, at Newton.
Brookline high vs. Waltham high, at Waltham.
Alumn vs. South Framingham high, at Framingham.
Clinton high vs. Hudson high, at Hudson.
Everett high vs. Chelsea high at Everett.

CENSUS SHOWS CITY WARDS ARE UNEVEN AS TO POPULATION

An uneven distribution of Boston's population by wards, so that one is greater than three others together, is shown by the population figures for the wards and precincts of the city, made public by the federal census bureau.

Boston's greatest ward, now, as 10 years ago, is ward 20, which has a population of 55,720 in its 15 precincts, more than that of wards 4, 5 and 7 together.

In general the greatest gains have been made in the suburban sections of the city.

In the city proper, with the exception of the Back Bay, and in the older districts of Charlestown, South Boston and Roxbury, the growth has been much less.

The following table shows the city's population by wards and its growth since 1900:

	Population 1910.	1900.
Ward 1	29,676	22,832
Ward 2	28,812	22,924
Ward 3	15,339	14,564
Ward 4	13,294	13,248
Ward 5	12,811	12,840
Ward 6	35,758	30,546
Ward 7	14,913	14,782
Ward 8	32,430	28,817
Ward 9	26,427	24,583
Ward 10	25,330	22,142
Ward 11	27,444	19,275
Ward 12	24,294	23,031
Ward 13	21,501	22,835
Ward 14	23,584	24,453
Ward 15	21,216	19,700
Ward 16	25,633	20,017
Ward 17	26,426	25,038
Ward 18	22,735	22,401
Ward 19	31,714	27,178
Ward 20	55,720	32,556
Ward 21	30,511	23,868
Ward 22	29,975	25,610
Ward 23	30,068	23,637
Ward 24	37,749	27,126
Ward 25	26,575	19,279
Totals	670,585	560,892

NAVY FOR CANADA MAY BE SETTLED BY REFERENDUM

OTTAWA, Ont.—It is expected by many observers that the whole navy question will shortly be submitted to the people of Canada in the form of the following questions:

Shall Canada have a navy at all?

Shall Canada proceed as at present with a navy of her own and under her own control, which cannot be used in any war without her consent?

Shall Canada have a navy under the control of the British admiralty?

Shall Canada have a Canadian navy which would go to war automatically if England were engaged in a war?

Shall Canada adopt Mr. Borden's scheme and make a direct contribution to England for naval purposes of $25,000,000 or some other sum?

BOSTON CONCERN, CENTURY OLD

Jones, McDuffee & Stratton Company have commemorated their one hundredth anniversary of business in Boston by issuing an illustrated volume setting forth the growth of the house and the development of the city's business districts.

From a little store on Fish street, then on the waterfront, where Otis Norcross, Sr., started the enterprise in 1810, the business has had an unbroken growth. The company now occupies a 10-story, fireproof building, designed especially for its needs, at Franklin and Hawley streets and a six-story storehouse on the South Boston waterfront.

JOINT PRIMARIES IN MEDFORD.

MEDFORD, Mass.—Alderman Charles F. Taylor received the unopposed Republican nomination Tuesday night for mayor. Edward J. Gaffney was unanimously nominated by the Democrats.

Dr. Edward M. Barrett, Democratic nominee for school board at large for three years, also received the Republican nomination over Rosewell B. Lawrence.

AMUSEMENTS

Boston Opera House

HENRY RUSSELL, Managing Director.

Tonight at 8. OTELLO, in Italian, by Verdi. Mmes. Alda, Maubourg (debut), MM. Slezak, Baklanoff, Giaccone, Mardones, Stroesco, Pulcini, Huddy. Cond. Conti.

Friday, Nov. 25, at 7:45, LA GIOCONDA, in Italian, by Ponchielli. Mmes. Nordica, Czaplinska, Bonheur (debut), MM. Constantino, Galeffi, Mardones, Pulcini, Stroesco. Cond. Conti.

Saturday Afternoon, Nov. 26, at 2, IL TROVATORE, in Italian, by Verdi. Mmes. Villani (debut), Fisher, Wicker (debut), MM. Slezak, Galeffi, Perini, Giaccone. Cond. Conti.

Saturday Evening, Nov. 26, at 7:45, at Popular Prices, FAUST, in French, by Gounod. Mmes. Alda, Roberts, Swartz, MM. Lassalle, Sibiriakoff, Baklanoff, Letol. Cond. Andre-Caplet.

Monday, Nov. 28, at 8, IL BARBIERE DI SIVIGLIA, in Italian, by Rossini. Mmes. Lipkowska, Roberts, MM. Constantino, Sibiriakoff, Fornari, Tavecchia, Pulcini, Giaccone. Cond. Conti.

Seats on sale at Box Office and Downtown ticket office, 177 Tremont Street (Eastern Talking Machine Co.)

MASON & HAMLIN PIANOS USED

SYMPHONY HALL

NEXT Friday Evening at 8:15 Saturday Aft. at 2:15

ELMENDORF

In His New Travel Talk

BERLIN

AND ITS ENVIRONS.

Reserved Seats $1.00, 75c. and 50c, on sale. Second Balcony 25 cents.

EDITOR OF LOS ANGELES GRAPHIC FOR CLEAN PRESS

The San Bernardino Index prints the following editorial, taken from the Los Angeles Graphic, dealing with The Christian Science Monitor and clean journalism:

"There are good evidences of revulsion against the yellow daily press. The Christian Science Monitor at Boston has proved that a great national daily can be maintained without catering to the evil or the trivial side of human nature, and now there is a movement for the establishment of a daily news letter, which proposes to offer its readers a bare but comprehensive digest of the world's news every day, with no 'freak stories,' no 'playing up' of this or that sensation, no big headlines, and no attempt to run a department store bargain counter sort of daily paper with thrills in 'human interest' stories and 'features' of self-advertising philanthropy or prize contests, etc., etc.

"Before long, every large city will have such a newspaper."

ELEVEN-STORY CITY BUILDING ON COURT HOUSE SITE URGED

An eleven-story office building on the site of the old court house and renovation of city hall comprise the latest plan of Mayor Fitzgerald to supply the city of Boston with adequate administration headquarters.

The plan includes a proposition to widen Province street from School to Bromfield and extend it to Winter street and to widen Hamilton place and extend it to Washington street.

The mayor believes that an eleven-story office building, built for service rather than for ornament, would house practically all of the municipal departments, although he would retain the mayor's office, the city council and the financial department in the administration building on School street.

Legislation will be necessary to start upon the improvement, but he says he will ask for it in January. His project embodies a tunnel between the subway on Tremont street and the tunnel on Washington street, so that city hall could be reached from both.

TROLLEY CARS TO BEAR EARLY SHOPPING SIGNS

"Kindly do your holiday shopping early in the season, in the week, in the day, out of consideration for those who serve you."

Signs bearing this request have been sent out by the Massachusetts Consumers League and will shortly appear in trolley cars in Boston and throughout the state as a feature of the league's campaign to get people to do their shopping for the holidays in such a way as to benefit all concerned.

"Dont's" printed on post cards sent broadcast read: "Don't shop after 5 o'clock." "Don't shop on Saturday afternoons." "Don't leave your holiday shopping until the week before Christmas."

WELLMAN SEES AN END TO WARS

That aerial navigation will soon put an end to wars and bring about recognition of universal peace, was the declaration made by Walter Wellman at his lecture in Symphony hall Tuesday evening, when he described his experiences in the airship America.

He declared that the chief mission of the airship is to bring about a world peace which will come because of the use of the airships in warfare.

"Crossing the Atlantic in an airship of the type of the balloon America is a practical project," said he in closing his lecture.

SIGNAL CORPS CHIEF TO FLY

PHILADELPHIA—Claude Grahame-White, the aviator, sent invitations yesterday to Gen. James Allen, chief of the signal corps of the United States army, and to Admiral Dewey at Washington, asking them to accompany him on a cross-country biplane flight of five miles to the Philadelphia navy yard.

General Allen wired an acceptance of the invitation for tomorrow. Admiral Dewey replied it would be impossible to accept.

ICE

SKATING

BOSTON ARENA

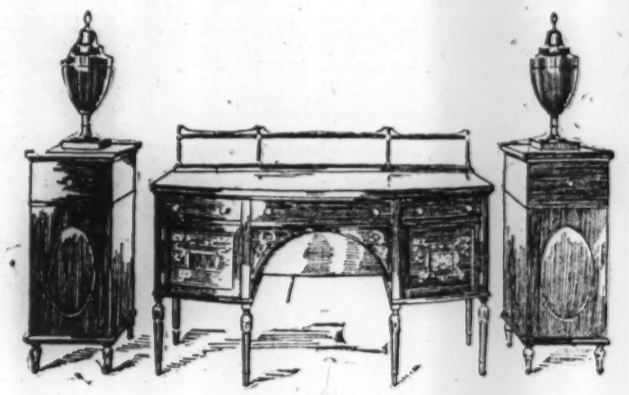
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1000 pairs Barney & Berry's new Skates, or bring your own.

Thanksgiving Morning, Special Children's Session, 25c.

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The first display in America representative of the splendid new impulse in English furniture designing.

Furniture that carries along the greatest English traditions, yet with a new freshness and interest.

Occasional pieces have reached this country, but nothing approaching our extensive importations.

They number over a hundred pieces for library, reception room, dining-room and bed-room.

We have devoted to them a large space on our Canal street floor.

PAINE FURNITURE COMPANY

48 Canal Street

Between North Station and Haymarket Square.

TWO CAMBRIDGE MEN APPOINTED

Mayor William F. Brooks of Cambridge has nominated Bernard E. McDermott to be a member of the water board for five years and Peter Mullin to be park commissioner for three years.

Mayor Brooks has also sent to the board of aldermen the following list of 17 promotions in the fire department as approved by the civil service commissioners:

To be captains: Lieut. Albert S. Benson, Lieut. William H. Barrow, Lieut. John H. Dardis, Lieut. Edward F. Conroy, Daniel E. Shea, Frank McGrath, Peter F. McSorley.

To be lieutenants: Exurie J. Quimette, Thomas F. O'Connell, William F. Newman 2d, William J. Anderson, John D. Shea, Walter E. Chapman, James H. Furfey, Daniel E. Powers, Herman E. Gutheim, Redmond M. Burke, Richard J. Doyle, William C. Richardson.

ACTION ON BOY SCOUTS POSTPONED

Definite action was postponed at the meeting called by Boston-1915 Tuesday afternoon for the purpose of forming a committee to direct the future organization of the Boy Scouts of America in metropolitan Boston.

It was finally moved, and the motion carried, that a committee be appointed to consider the entire Boy Scout movement and report its recommendations to the meeting two weeks hence. Mr. Mason later announced this committee: Samuel Shuman, Arthur Adams, Edwin Mulready, Arthur A. Wordell and Frank Locke.

LEXINGTON "1915 RALLY."

LEXINGTON, Mass.—A large number turned out to the rally in town hall Tuesday evening in the interests of the 1915 movement. Preceding the meeting there was a street parade by the Lexington fife and drum corps.

DR. CRIPPEN EXECUTED.

LONDON—Dr. Hawley H. Crippen, convicted of slaying his wife, Belle Elmore, was executed this morning.

"Correct Dress for Men."

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YOU NEED WINTER UNDERWEAR!

We have it in all the good makes and at the lowest possible prices.

$1.00 to $5.00

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388 Washington St.

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Offering You London's Latest Creation in Gloves

Biscuit Tan

Saddler sewn. The best that England Produces for Men and Women. Regular 2.00 value

At 1.25 The Pair

Chamois for misses and boys	.85	Women's black, white stitched, women's black self-stitched	1.35
Tan, all shades for women	1.25	Women's White Cape	1.35
White and yellow chamois for women	1.25	Women's Mocha, silk lined	2.00
White Buckskin for women	1.25	Women's real Reindeer	2.75
Women's Tan Gauntlets	1.25		
Women's Gray Mochas	1.35		

Orders by Post Most Carefully Selected and Guaranteed

London Harness Company

176 Devonshire Street 27 Federal Street

Boston's Greatest Shop for English Leather Goods, Travelling Bags and European Novelties. The Best Gloves in the world. Lowest prices in America.



Special Carving Sets

Game Carver and Fork with genuine stag handles, $0.75 the pair. (Special price).

Carver and Fork with genuine stag handles, eight-inch knife blade, patent fork, silver finish..... $1.75 the pair.

Six heavy silver plated Knives, steel blades, ivory white handles, packed in a separate case..... $2.50 the set.

Chafing Dishes Cutlery All kinds of Hardware and Tools

CHANDLER & BARBER,

122 SUMMER STREET, BOSTON. Department H.

Mason & Hamlin

PIANOS

The Supreme Artistic Pianos of Today

There is as marked development shown in the art of piano building as in any line of human endeavor. The highest type of yesterday is not the highest type of today. Old standards are transcended, new ones take their places.

In buying a piano, you want that *one* which is in the van of progress today, the highest type which has yet been evolved.

The Mason & Hamlin through its exclusive features of construction has surpassed all other pianos, and is now everywhere proclaimed the finest piano the world has ever seen.

Visitors are always welcome at our warerooms.

MASON & HAMLIN CO.

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A Complete, Chronologically Correct Relation of the Most Important Period in New England History.

Beautifully printed, bound in Colonial blue cloth with rubricated paper titles, uncut edges and gilt tops. Three volumes 8vo 9¼x6½ inches. Completely indexed and containing nearly 1900 pages.

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Send for descriptive circular.

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JORDAN HALL

MONDAY AFTERNOON, NOV. 28, AT 3

ADOLPHE

BORCHARD

Parisian Pianist in Recital

Tickets $1.50, $1.00 and 50c., Symphony Hall.

B. BIRNBAUM & Co.

Distinctive Clothes for BOYS

AT WHOLESALE

250 Devonshire St. (Winthrop Square)

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RESTAURANTS

Thanksgiving Dinner $1.50

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— MUSIC —

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It is Necessary to Compare OUR PRICES with SPECIAL SALE PRICES Elsewhere to Fully Appreciate the Great Values We Are Offering

ROYAL WILTON RUGS

Strictly high class rugs of dependable quality, in a wide range of patterns and colorings.

	Regular Price	Now
6.0x 9.0 .	$25.00	$17.75
8.3x10.6 .	37.50	27.00
9.0x12.0 .	39.50	29.00
11.3x15.0 .	70.00	50.00

BODY BRUSSELS RUGS

The best known of all grades of floor coverings.

	Regular Price	Now
8.3x10.6 .	$27.50	$20.00
9.0x12.0 .	30.00	21.00
9.0x13.6 .	37.50	27.50
10.6x12.0 .	42.50	27.50
10.6x13.6 .	50.00	32.50
11.3x15.0 .	55.00	35.00

ROYAL AXMINSTER RUGS

Thick, heavy deep pile rugs in Oriental designs and colorings. The most serviceable of all moderate priced rugs.

	Regular Price	Now
8.3x10.6 .	$22.50	$17.00
9.0x12.0 .	25.00	18.00
10.6x13.6 .	45.00	27.50

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John H. Pray & Sons Co.
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Upholstery Wall Papers

THE PILGRIMS WAY

By ALFRED SANGSTER.

LONDON—If you have motor cars of your own, you will probably never do it. But if you belong to that tribe that turn the starting handle and climb into the seat next the driver, you will find in it great satisfaction and content. To taste the full flavor, something of an inspiration must descend upon you. Speed-engines must have palled; and Nature's own method of progression as devised for the human animal must appear necessary to the very springs of your being.

Possessed of this spirit, you may take the few indispensable articles relative to cleanliness for a period of four days, or five or six, according to your powers of walking—in a canvas bag or knapsack. Nothing elaborate, lest the small boy should jeer and you be moved to anger, for the Pilgrim is a rare kind of bird. Something of a military type is best, and you shall perchance pass as a scout or Polytechnic tourist, thus achieving that inconspicuousness necessary to the Pilgrim's vow. You are to make the pilgrimage to what was once the shrine of St. Thomas a Becket at Canterbury, and on foot, following the old Pilgrim's Way.

Its origin goes back to the beginning of things—before man took to making light of his environment and subjecting it to his will, when the natural features of the land had some effect on his existence. He did not then burrow through the mountain or bridge the rivers, and, while hunting the musk ox with stone hatchets, found the escarpment of the chain of downs that runs along the south of England, from Wiltshire to the extremity of Kent, the safest from the tusk of the mastodon, or the tooth of the machærodus. The plain, or "weald" of Kent was morass and forest. The hills if not bare, at least provided the vantage ground of height, from which the enemy, whether man, animal or reptile, could be seen approaching.

If you care to take a map of England with the nigh ground in relief, you will see what an unbroken line they make, these chalk hills, leaving London 20 miles to the north, and stretching to Dover. The Briton, hurrying to the coast to struggle with sudden danger from the unknown, has left his track along the slopes. Battles have been fought upon them, and, where the river Medway has eaten its way through, and the shallow water at Aylesford bears witness to the only spot where man could cross, druidical remains high up on the overhanging hill point to the grave of some British chieftain slain in the battle that raged here between the Briton and the Saxon. Every link fits in. The Roman came, with his mind freed from many fears of superstitious devildom, and hewed his way through morass and forest—but he strengthened and improved the everlasting way along the hills.

In the dark ages" of medieval England there arose another reason for its value as a highway. An archbishop had been slain at the high altar at Canterbury, and the man was exalted into a saint, who was found after his death to be wearing under his gorgeous vestments, a hair shirt "in which were vermin innumerable." From all parts of Europe and England, the "great ones" of the land paid grudging tribute to the power of the church in returning thanks for a glory they were told was not their own.

The shrine was at Canterbury, the first Christian town in England—fortified by the Romans—standing at the head of what was in those days a long narrow arm of the sea, running in from the Roman fortress of Richborough. It now stands 17 miles inland. The weald of Kent in the thirteenth century was not the impenetrable forest of the neolithic age, but the marauding baron who lived by a more direct form of plunder than is permitted at this era provided an almost equivalent insecurity as did the saber-toothed tiger. The pilgrims being on an errand of peace took to the hills, and avoiding the extreme summit, followed the curiously scooped out ridge that runs plainly along the southern slope.

Man has spaced the quiet villages along this way into resting places for the night. Starting from Sidcup you reach Wrotham in the afternoon, and from the top of the hill the whole "dim blue goodness" of the weald stretches before you in daintiest filagree work of patterned hedgerows and ripening harvest. The "Way" here follows round from Leatherhead and Westerham and cuts across the present main road half way down the hill. Clinging to the hills it drops down to the valley over against Snodland and crosses the river at Aylesford.

The pilgrim tracing these things over in his mind as he paces along the asphalted high road will turn off to the left a few miles from Maidstone, and approaching the old ford by the river, become one with the pageant of the centuries. There, on the river bank, is the most beautiful old abbey you ever saw—sienna red roof, gray walls and green ivy, built by the Carmelite friars in the twelfth century. This is the fascination of the "Way." The knocker of the gateway must have sounded and the portcullis opened to many a party of poor half-starved wanderers, who saw the house of God as their only chance of a dry floor and clean rushes. The knight of reduced patrimony, finding himself on the road in mixed company, and vowed to a pilgrimage to increase his fortunes would take the lead here. Although on a jaded nag there would be some relic of authority in his: "What ho there! We be pilgrims and seek shelter, for the clouds are lowering and the wolves are abroad."

The "Way" from Aylesford lies according to nature, and it is plain to see. Like the dyke or mound at the side of the road runs the line of chalk cliffs till the eye traces them no farther. You feel that this was the highway—you would take it instinctively—if the modern desire for ease did not drive you into Maidstone to pursue the easy routine of material comfort.

A pleasant road takes you from this high ground above Aylesford to Maidstone. The gardens on either side have that walled-in security so satisfying to the upholder of church and state, and perhaps the limes may be in bloom, and full-bodied summer flinging her scents far and wide.

And if in the cool of the evening you stretch your arms instead of your legs with a skiff on the river, there will be the archbishop's palace flush with the river—forgotten glory of gray stone, with angles cuddling the old stairways to the water.

And so the next day by quiet stages, past the vision of medievalism called Leeds castle, to Charing; and all along the high road which runs parallel with the hills, can be seen the hedgerow and track that marks the actual Pilgrim's Way. Look out of a back window of the Swan inn at Charing. You will see a gray church tower. And all around it, flanking it, composing with it, pushing up against it and falling away, a mass of gray stone gabled walls and red-green ivied roofs, which is all that is left of the palace where Henry the Eighth stayed to goodly entertainment from Cranmer.

From Charing the "Way" becomes more difficult to find. The hills here are wooded, and not till you come to the very gates of Eastwell Park, home of that mysterious son of Richard III., do you walk on solid historical ground. But here is the veritable "Way" again—a Roman post called Dunn street marks it—and through the little wicket gate comes a vision of delight. Rolling greensward and blocked masses of great trees. The level grass showing the trees, as the trees the perfect pasture. The right balance of massed light and shade. An English park! Nothing in the world can give the same sense of dignity, of pride of place and race. And there in the middle runs the old Roman road which here is also the Pilgrim's Way. The sight of it—cut out of the slope of the hill, banked on either side with earth, but weed and nettle-choked in the middle—can hardly leave you unmoved. At intervals, yews of fantastic shape and incredible age (six feet in girth) must have actually heard the hoofs of the advance guard, and the confused tramp of the legionaries as they toiled up the incline and down the hollows, flinging out jest, song, or story.

This is the last and best impression of the Pilgrim's Way. Soon we shall see, round the bend of the hills at Chilham, the gray tower of Canterbury cathedral cutting the sky-line.



(Photo by Spooner & Co., London.)
A VISION OF MEDIEVALISM ON THE PILGRIM'S WAY.

MINERAL OUTPUT OF CALIFORNIA

NEW YORK—California's state mineralogist reports that for the year 1909 that state produced mineral wealth amounting to $61,324,025, not including gold and silver. Adding these, the production was approximately $80,000,000, compared with $66,363,198 in 1908 and $55,697,949 in 1907. The feature of the report is the increase in output of petroleum as a source of wealth. In 1909 there were 58,191,732 barrels produced, estimated at a value of $32,398,187. This makes California the first state in petroleum production.

INDEBTEDNESS OF THE BIG CITIES

WASHINGTON—The sum of $1,718,000,000 is owed by the 158 cities in the country having each a population of more than 30,000. New York owes $684,000,000, or almost 40 per cent of the aggregate. This is more than seven times the amount of the net debt of any other city. The percapita indebtedness of New York also is much larger than that of any other city, exceeding $157, as compared with $128 for Cincinnati, $119 for Boston and $113 for Galveston, the other cities making the nearest approach.

LION SERMON PREACHED BY REV. J. MILES

LONDON—The lion sermon which is delivered annually under the terms of the will of Sir John Gayer to commemorate his escape from a lion in the Arabian desert, was preached at the church of St. Katharine Cree, Leadenhall street, by the Rev. J. Miles, the rector. Taking for his text the words, "He being dead, yet speaketh," the preacher told the story of Sir John Gayer's escape from the lion, and how he had vowed that if his life were spared he would give to God and the poor the gains of his journey. Sir John Gayer was alderman of the ward of Aldgate and lord mayor of London in 1647, in which year he was committed to the town, where he underwent eight months' imprisonment for refusing to supply the parliamentary army with funds. The following year he was elected president of Christ Hospital by the governors of that foundation, although Parliament had deposed him from the office of lord mayor and alderman. He provided not only for the annual lion sermon, but by his will dated December, 1648, he left money for a sermon to be preached monthly in his native town of Plymouth. He also made many gifts to the parish of St. Katharine Cree.

Christmas Novelties of China and Glass

Jones, McDuffee & Stratton Co



CHANTICLER TWINE HOLDERS

We have recently opened an importation of the above illustrated novelty. These Rooster Heads are used to hold a ball of twine, the end of the twine projecting from the Rooster's beak, and which make an excellent Xmas gift. Price 50 cents each.

We also have on sale more of **THE SUNBONNET BABIES CHINA** as well as the **MOTHER GOOSE** subjects in various articles for children, at popular prices.

WEDGWOOD CARD PLATES painted with the face card subjects in old-fashioned style and which make excellent prizes for "Bridge." Price 75 cents each.

REVOLVING BREAKFAST TRAYS in variety—**MINTON'S, CAULDON, DOULTON, RIDGWAY'S, ETC.**

MINTON'S CHINA. Small articles of china for the ladies' dressing table, decorated with painted pansies, roses and forget-me-nots. Puff Boxes, Pomade Boxes, Hair Pin Boxes, Candlesticks, Ring Trees, etc.

ENGLISH TOAST RACKS in variety of decorations—$1.00 each and upwards.

WELSH RAREBIT PLATES decorated with rabbits in colored relief, six subjects.

COVERED PITCHERS to hold drinking water for the bedroom.

ENGLISH MOTTO CUPS AND SAUCERS in dark blue or light blue, with motto "We'll tak' a cup o' kindness yet for the days o' Auld Lang Syne."

GREAT VARIETY OF NOVELTIES AT ALL PRICES.

Doulton Plates to decorate the dining room.
Guest Room Water Sets for the bed room.
Doulton Nursery Rhymes China for Children.
Compartment Trays for Vegetables.
Covered Toast Plates with pierced covers.
Hungarian open work fern pots with linings.
Nodding Figures of Dutch Boys and Girls.
Some with baskets on each arm and china salt spoons in the baskets. Also figures of Dutch girls courtsying and which are made in 3 pieces with adjusted weights so that they will swing from side to side. Novel ornaments costing from 75 cents to $1.50 each.

DINNER, BREAKFAST AND TEA WARE in all grades.

In brief, everything in Crockery, China and Glass—**LOW PRICED—INEXPENSIVE—MODERATE PRICED** as well as the rich and costly wares.

SPECIAL CHRISTMAS TABLES—Classified values.

Many items marked down to close out—25 cents, 50 cents, 75 cents, $1.00, $2.00, $5.00.

Jones, McDuffee & Stratton Co

Crockery, China and Glass Merchants

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Fashionable Furs

of fine quality and intrinsic value, perfectly matched and beautifully made by workmen who are artists in their line, are the only

Real Bargains in Furs

There is not only satisfaction, but economy in the purchase of choice, reliable furs. On the other hand, nothing is so unsatisfactory to the wearer as shabby looking furs of poor quality. If one is unable to pay the price of good furs, our advice would be, do not buy any.

Fortunately there are a number of good, reliable furs which are not so very expensive, and we have a full line of them.

All the Latest Models

in Coats, Wraps, Muffs and Neckwear, made from every desirable fur which fashion demands, are displayed in our showrooms.

We carry a very full line of fur and fur-lined coats for motoring and for street and evening wear.

C. C. SHAYNE & CO.

Importers and Manufacturers of

Strictly Reliable Furs

126 West 42nd Street, near Broadway

NEW YORK

James McCreery & Co.

23rd Street *34th Street*

New York

Every department is complete and contains various articles suitable for Holiday Gifts.

Mail Orders will receive prompt and careful attention.

Jewelry

A large variety of imported Jewelry set with genuine stones, Star Sapphire, Aqua Marine, Lapis Lazuli, Turquoise, Sapphire, Coral and Shell Cameos. 14-karat gold mountings.

An attractive collection of Parisian Fans, spangled or reproductions of old paintings. Also Silk Velvet Opera Bags in the latest colors.

Gilt and Sterling Silver

Imported Enamelled Gilt Frames; Gilt Desk and Library Requisites; Leather, Gilt and Sterling Silver Frames.

Toilet Articles

Real Tortoise Shell and Celluloid Toilet Sets; French Toilet Waters, Extracts and Soaps, neatly packed in boxes.

Sole Leather Articles

Writing Cases, Jewel Cases, Bottle Sets, Emergency Cases, Sewing Cases, Automobile Clocks, Visiting and Shopping Bags.

Stationery

Sevigne and Marie Antoinette Writing Paper, Correspondence Cards, Menu and Dinner Cards, and the latest Novelties in Table Decorations.

Hand-Embroidered Novelties

A choice collection of Gifts suitable for drawing room or boudoir.

Glove and Veil Cases; Jewel, Handkerchief, Hosiery, Necktie and Hairpin Boxes in sets to match. Lounging Cushions, Scarfs, Pin Cushions, Leather Mats, Scarfs and Pillows, Scrap Baskets, Photo Frames, Engagement Calendars, Hat Stands, Standing Sewing Baskets and Boxes.

Neckwear

French Shoulder Scarfs, Hand-embroidered Jabots, Collars, Rabats and Fichus in artistic designs.

Handkerchiefs

A complete assortment for Men, Women and Children.

James McCreery & Co.

23rd Street *34th Street*

New York



Mission Furniture
4.50 to 65.00

PLEASE MENTION THE MONITOR

PLEASE MENTION THE MONITOR





75.00



450
Parlor
Chairs
3.50 to 38.00

13.50

Mahogany
Dressers
15.00 to
275.00



35.00

FERDINAND'S

Thanksgiving Proclamation

We take this opportunity to offer a full page expression of our gratitude to the readers of The Monitor for the patronage we have received at their hands, and again invite them to visit this store and inspect our great stock of dependable merchandise, in which they will find everything worth buying in House Furnishings, from the modest requirements of the new beginners in housekeeping to the wants of the most fastidious, which may include the best in Mahogany, Circassian Walnut and other expensive Woods and Materials



Wardrobes
9.50 to
45.00



Sewing
Tables
9.50 to
40.00

10.00



Mahogany
Chiffoniers
14.00 to
200.00

31.00



9.95

Extension Tables
6.65 to 85.00

Important Rug Announcement

We have recently purchased at auction in New York an enormous stock of Sample Rugs—used exclusively as samples and representing the stocks of the biggest and best manufacturers in the country. These rugs are just being put on sale. The following prices will give you some idea of what good values are to be had for little money:

1.50 18x36 inch Axminster Rugs	88c	22.50 9x12 Wilton Velvet Rugs	16.75
9.00 6x9 feet Seamless Tapestry Rugs	6.50	28.00 9x12 Axminsters	15.95
17.00 9x12 feet Seamless Tapestry Rugs	12.00	40.00 10 1-2x13 1-2 Axminsters	27.50

and many, many others, all sizes and descriptions—A TRULY WONDERFUL OPPORTUNITY.

☞*Every one of the above rugs is absolutely perfect in every detail*



Brass Beds
16.50 to 75.00

25.00

Looking Forward

This year our stock of Christmas Goods will be larger than ever before. Our Buyers—ever on the alert for useful novelties—have succeeded this year in securing a splendid assortment of

Appropriate Christmas Gifts

suitable for Boys, Girls, Men and Women of all AGES, STAGES and WAGES.



10.00 to 75.00

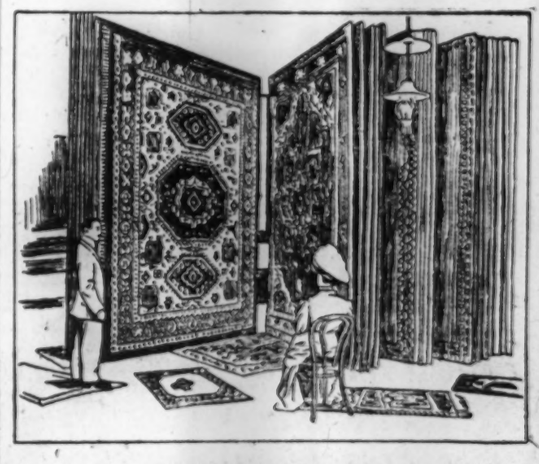


25.00

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2260 Washington St., near Dudley Terminal



Corner of Rug Department

IVERS & POND PIANOS

Superlative musical qualities, distinctive, refined exterior designs, scrupulous fidelity to constructive details distinguish these splendid instruments. Used in over 850 leading American Educational Institutions and nearly 50,000 discriminating homes, they link the finest traditions of oldtime Boston piano building with the most advanced ideas of today.

Our warerooms display a superb stock for selection. Catalogue upon request.

The Princess Grand



New Colonial Model

IVERS & POND PIANO CO. 114 BOYLSTON ST. BOSTON, MASS.

Consignment Sale of High Class Furs

A New York Manufacturer's Wholesale Stock to Be Sold at Retail

$50 BLACK SIBERIAN PONY COATS — THESE coats are cut 50 inches long, and are finished with long, roll shawl collars and roll cuffs. The buttons are of metal, molded into fancy designs. The entire coat is lined with satin brocade. A wonderful value in a coat of this kind—as you will find if you try to match its value, at } 29.50

$55 BROWN AND BLACK PONY COATS — NO WORDS can describe the beautiful skins that have been so perfectly matched in making up this coat. Every one is a perfect match and so finished that the coat looks like of a single skin. Every coat beautifully lined with moire silk—coat cut 52 inches long, with long, roll shawl collar and metal buttons. } 29.50

A Few of the FUR Items that will Appeal to You

GARMENTS	Manuf. Price.	Sale Price.
1 Caracul Pointed Fox Trimmed Coat	$500.00	$325.00
2 Near Seal Pointed Fox Trimmed Coats	275.00	150.00
4 Near Seal Black Fox Trimmed Coats	300.00	165.00
1 Near Seal Silver Fox Trimmed Coat.	200.00	125.00
3 Near Seal Silver Fox Trimmed Coats.	275.00	150.00
6 Near Seal Australian Opossum Trimmed coats	200.00	125.00
2 Near Seal Skunk-Raccoon Trimmed Coats	350.00	175.00
1 Near Seal Brown Bear Trimmed Coat	350.00	175.00
1 Near Seal Pointed Fox Trimmed Coat	300.00	165.00
5 Near Seal Australian Opossum Trimmed Coats	200.00	125.00
2 Near Seal Plain Trimmed Coats..	150.00	75.00
1 Caracul-Skunk Coon Trimmed Coat	325.00	200.00
10 Black Caracul Trimmed Coats....	90.00	57.50
20 Black Siberian Pony Coats.....	55.00	29.50
25 Black French Coney Coats.....	55.00	29.50
6 Brown French Coney Coats.....	75.00	35.00
1 Blended Squirrel Coat.....	150.00	98.00
1 White Coney Coat.....	69.00	39.00
10 Brown Marmot.....	75.00	47.50
1 Natural Raccoon.....	125.00	85.00

SCARFS	Value.	Sale Price.
10 Blended Squirrel Throw Scarfs...	$15.00	$9.00
12 Black Austrian Hair Scarfs.....	15.00	7.50
10 Black Fox Shawl Collars.....	30.00	19.00
2 Sable Fox Shawl Collars.....	40.00	25.00
15 Natural Squirrel Scarfs.....	25.00	10.00
1 Natural Thole and Ermine Scarf..	100.00	40.00
1 Baum Marten Scarf.....	75.00	39.00
5 Black Pointed Wolf Scarfs.....	25.00	16.50
20 Black Fox Shawl Collars.....	40.00	25.00
2 Extra Large Fancy Shawls, Black Fox	60.00	37.50

FUR SETS	Retail Price.	Sale Price.
12 Large Black French Coney Sets...	$25.00	$10.00
15 Black Persian Paw Sets.....	20.00	10.00
2 Australian Opossum Sets.....	100.00	50.00
6 Pointed Wolf Sets.....	59.00	29.00
1 Fancy Natural Mole Set.....	100.00	41.00
4 Black Fox Sets.....	75.00	49.00
1 White Coon Set (Evening).....	60.00	25.00
1 White Fox Set.....	90.00	39.00
5 Black French Haire.....	35.00	19.00

J. G. SMALL CO., 523-525 Washington St. BOSTON, MASS.

For the Children

Russian Toys

Including the new and unique **Crescent Toys, Animals that Move, Tea Sets, Nested Dolls, Nine Pin Sets,** and a hundred others, hand-carved by Russian peasants and imported by us.



Miniature **Tea-sets** in hand-carved, hand-painted apple, pear, or mushroom boxes, 35c each.



Company of Soldiers, hand-carved and painted; very durable; set, 50c.



Hand-carved and painted **Windmill** with handle, each, 75c.



Hand-carved **Moving Man;** pull the string and legs, arms and whiskers move; each 50c.





Hand-made Nested Dolls, beautifully painted; as many as 12 dolls in one; the above doll, 50c; others up to $10

Hand-carved **Balance Toys,** horses, cows, donkeys, crocodiles, birds, etc.; start ball swinging and head and tail move; 45c to $1.50.



Hand-carved **Bear and Blacksmith** that move; each, 25c.



Hand-carved and colored **Moving Bird;** rocks back and forth; each, 50c.

MAIL ORDERS FILLED PROMPTLY

Jewels Laces Linen Brass Copper Wood

Positively the Largest Selection of Antique Brasses in Boston. A Thousand and One Articles Artistic, Beautiful and Useful

Russian Importing Company

429 Boylston Street, Boston

COINS FROM MINT DIFFER IN WEIGHT

WASHINGTON—The federal mint allows a certain degree of "tolerance" in coins. For example, the gold double eagle's standard weight is 516 grains, and the "tolerance" allowed is half a grain. A coin of this denomination may weigh as little as 515½ grains or as much as 516½ grains, but never less than the first nor more than the second figure.

The standard weight of the silver half dollar is 192.9 grains, and the "tolerance" allowed is 1.5 grains. The coin may weigh as little as 191.4 grains and as much as 194.4 grains, but never less than the first nor more than the second figure.

WOMAN HAS RARE OLD MAP.

GULER, Wash.—Mrs. J. M. Filloon of this place has a map compiled and printed in 1868, when very few railroads were in existence in the Northwest. Idaho, Oregon and Washington are the states shown on the map, and only Indian trails and wagon roads were used as a means of transportation.

John J. Stevens & Co.

300 BOYLSTON STREET

SPECIAL SALE

For Ladies, Misses and Children

Tailored Suits—Broadcloth, Scotch Tweed Cheviot. All new goods. Interlined. Sizes 34-36 bust. Were $45 to $65. Now

$35 to $45

A few **Sample Suits,** suitable for small women, 32, 34, 36 bust. Broadcloths, Serges and Mixtures. Were $35 to $55. Now **$15** and **$25.**

Street Gowns, Party Dresses and **Modish Frocks**—All sizes. Unusual bargains. Were $30 to $75. Prices ranging from **$15** to **$50.**

Distinctive and Attractive Trimmed Hats. Specialty, Misses, College Girls and Children, at one-half price.

Were $10.00, reduced to.....**$5**

Were $6.50, reduced to.....**$3**

Tailored Auto and Traveling Long Coats and **Evening Wraps**—Sizes 34, 36, 38 bust. Were $20 to $55. Now **$12** to **$30.**

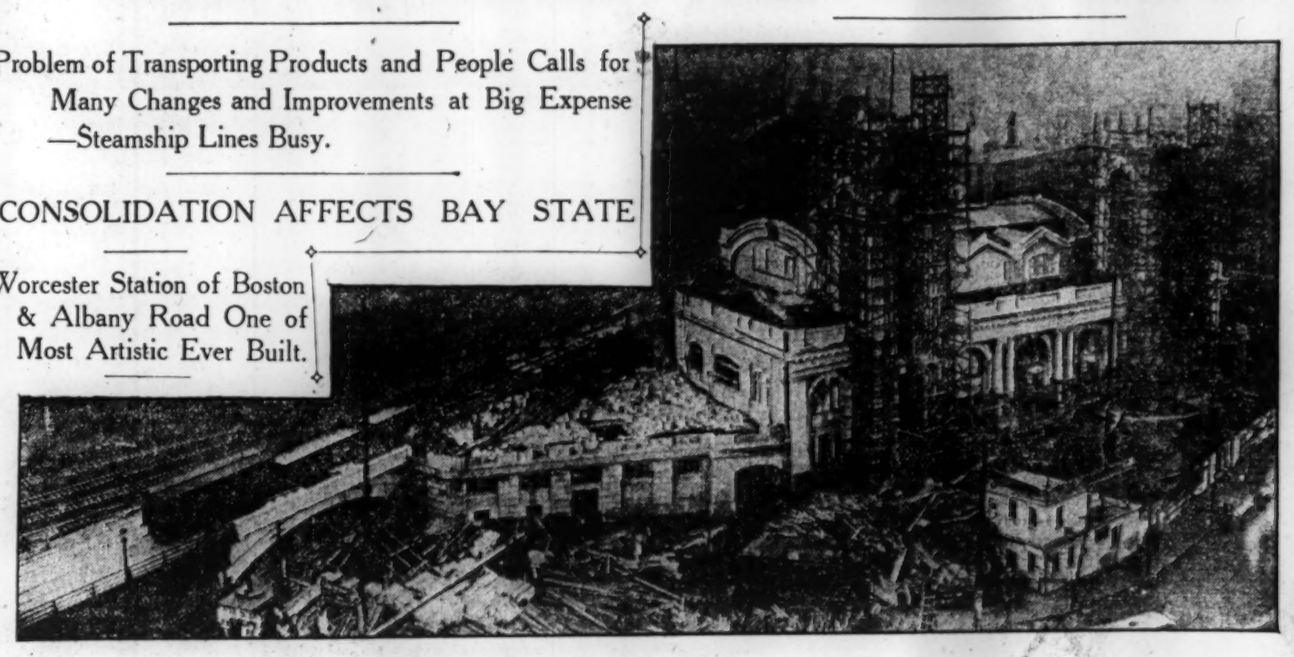
A Few **Sample Coats**—Sizes 3 to 14 years. Broadcloth, Cheviot and Mixtures. Were $12 to $40. Now **$5** to **$20.**

A Year of Great Railroad Activity

Problem of Transporting Products and People Calls for Many Changes and Improvements at Big Expense —Steamship Lines Busy.

CONSOLIDATION AFFECTS BAY STATE

Worcester Station of Boston & Albany Road One of Most Artistic Ever Built.



NEW WORCESTER STATION ON BOSTON & ALBANY.
Arch over Grafton street, and B. & A. tracks, on left and N. Y., N. H. & H. and B. & M. viaduct to be carried over Front street on extreme right. Taken from tower of old station looking west.

CHANGES and improvements in transportation facilities stand out prominently in the development of the year in Massachusetts. Manufacturing and agriculture have made rapid advances, but the problem of transporting the products of these great industries has called for a greater activity on the part of the railroad and steamship managers if they would keep abreast of the rising tide.

The new union station nearing completion at Worcester on the main line of the Boston & Albany railroad is one of the most artistic pieces of construction work which that road has carried out for many years. The extensive elimination of grade crossings in connection with the new station, which is located on Washington square opposite the old station that is to be torn down, will take more than a year to complete. The station when completed will have cost over $500,000 and the elimination work more than another half million.

The Boston & Maine and the New York, New Haven & Hartford railroads are building a new connecting steel viaduct on the west side of the new station and eliminating grade crossings in conjunction with the Boston & Albany. The New Haven traffic comes in to Worcester over the Boston & Albany from South Worcester Junction and takes the viaduct to the Boston & Maine system thence to northern New England.

One of the most important phases of the railroad situation lately in Boston is the proposed absorbing and improving of the narrow gauge Boston, Revere Beach & Lynn railroad by the New Haven interests. Charles S. Mellen, president of the New York, New Haven & Hartford and the Boston & Maine railroads, has promised to put in standard gauge, electrify the road, substitute new steel cars, and extend the road to Beverly and Rockport on one end and to the South station by tunneling beneath Boston harbor on the other end.

President Mellen is today the preeminent figure in Massachusetts railroad policies and Vice-President Timothy E. Byrnes of the New Haven and Boston & Maine systems is his righthand man. These two men have in their power the making of transportation history in Massachusetts and the other New England states. The New Haven interests having legally acquired the Boston & Maine railroad, these two great New England systems are today committed to a broader policy than heretofore of raising the standard of their equipment and maintenance of way and structures through the expenditure of millions of dollars to the benefit of their patrons and themselves.

The abolition of grade crossings in thickly populated districts, the consideration of electrification, greater freight traffic accommodations, new station buildings, an improvement of waterfront terminals, and the acquisition of modern rolling stock relegating the out-of-date to the junk heap, have all tended to prove the awakening of Massachusetts lines of transportation to activities commensurate with the growing importance of the state.

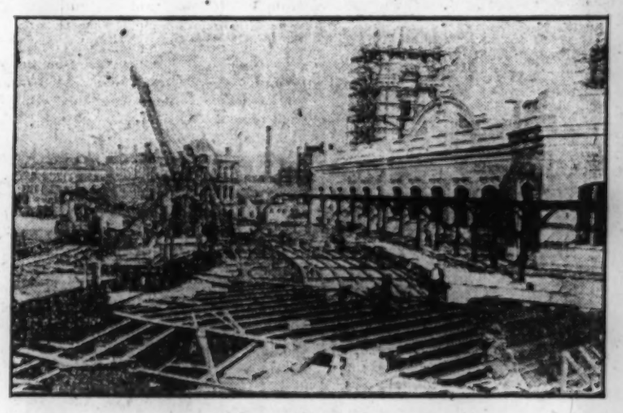
Under a chapter of the 1909 resolves of the Massachusetts Legislature the New Haven and Boston & Albany roads, the former road including the Boston & Maine, submitted studies Nov. 1 for the electrification of their passenger service within the metropolitan district of the city of Boston. The estimates totaled in round numbers $40,000,000 exclusive of any estimate of the cost of constructing a tunnel between the North and South stations and electrifying the same, which is yet to be planned. The Legislature next year is expected to frame legislation based on the studies and the recommendations of the railroad commission by which the roads will be compelled to electrify. In general the roads are favorable to the entire electrification of their passenger and freight service rather than a change in the passenger service within a limited area.

A new million dollar, million bushel grain elevator and new piers at East Boston have been opened up by the Boston & Albany practically restoring the service at that point which was almost entirely destroyed in July, 1908. A heating and pumping plant has also been installed, insuring a complete fire protection system. Since January of this year the road has spent about $800,000 at this terminal.

Another noteworthy piece of work on that road is the large modern assembling and freight yard at Beacon Park, about four miles out from Boston, and double tracking has been constructed between this yard and adjacent points together with the enlargement of freight facilities at Chelsea and East Cambridge. Approximately 90,000 cubic yards of stone ballast has been used during the year on the Boston & Albany in the course of equipping the entire system.

A new two track tunnel is nearing completion at the state line which is about 400 feet long for the accommodation of the two east bound tracks from Albany. The old tunnel will be used for the west bound or third track which will be completed between East Chatham and West Pittsfield, 17½ miles.

During the year 36 bridges on the Boston & Albany have been renewed and strengthened for the heavy modern rolling stock at an approximate expense of $700,000. A 40-ton electric traveling crane on 80 foot runways with a span of 55 feet including two tracks and a driveway has been placed in operation at the Boston freight terminal. A new station is under way at Becket and the



WORCESTER STATION UNDER CONSTRUCTION.
Showing new steel viaduct connection of the New York, New Haven & Hartford and Boston & Maine railroads.

TRAFFIC OF THE SUEZ CANAL

WASHINGTON—Through the Suez canal 42,395 vessels, of 15,407,527 net register tonnage, passed in 1909, an increase of 4437 vessels and 1,774,244 tons over 1908. French shipping shows a decrease of 13,210 tons, but Austrian ships increased from 132,226 tons in 1908 to 519,272 tons in 1909, due to increased trade betwen Trieste and East Indies.

The British flag covered 62.3 per cent of total tonnage and the German flag 15.50 per cent. The receipts of the canal company in 1909 amounted to $22,388,000, against $20,931,236 in 1908.

LIEUT. CORBIN BACK IN ARMY.

BALTIMORE, Md.—First Lieut. C. L. Corbin, U. S. A., who obtained a long leave of absence to try his hand in commercial life, at a salary of $20,000 a year, has decided to return to the army.

The Home of the American Leather Glove Industry

First Load of Goods Was Carried by Lumber Wagon From Gloversville, N. Y., to Boston in 1825.

Annual Product of New York's Famous Glove-Making Community Is Today Fixed at $27,000,000.

GLOVERSVILLE, N. Y. — The first gloves and mittens used by the early settlers of what is now Fulton county, N. Y., were knitted ones; the first buckskin and leather gloves and mittens were made necessary by the rough work of the farmers and wood-choppers, leather being more durable than the product of the loom or hand-knit goods. It is not probable that gloves or mittens were manufactured and offered for sale prior to 1809 but from that date the manufacture became a recognized industry. It began in a small way among the New England settlers in the vicinity of Kingsborough, which now forms part of the city of Gloversville.

The Indian process of tanning was then used. The glove industry started by offering the goods for sale up the Mohawk valley by the pair, as opportunity offered. The following year a part of the output was sold by the dozen, this being the first transaction of the kind in this country. As an evidence of the extent of the industry in 1825, Elisha Judson went to Boston with a load of goods in a lumber wagon making the trip in six weeks and bringing back to his employers $600 in silver This was the first trip of the kind ever made and its results gave the highest satisfaction—rather a striking contrast to the present $12,000,000 annual sales and an annual product of gloves and mittens, glove leather and shoe leather amounting to about $27,000,000 and statistics showing that almost 90 per cent of the fine gloves made in the United States are made in Gloversville.

The early process of making gloves differed greatly from that practised at the present time. They were cut from the skins with common shears, the patterns of pasteboard or shingles being laid upon the leather and traced with sharp-pointed pieces of lead, commonly called "plummets," which often were made by pouring melted lead in the cracks of the kitchen floor. The gloves were laid off by the women sitting on the finished pairs while at work making the gloves.

Although the gloves made in these early days were rough and primitive in style and workmanship, they were eagerly sought after by those who performed heavy labor and many dozens were disposed of during a season, so that many men, women and children became engaged in it. The trade has been handed down generation after generation, father to son, mother to daughter and so great is the demand for skilled workers that the public school curriculum now embraces a course in the making of gloves.

The men and their sons formerly cut the gloves, the wives and daughters doing the stitching by hand before sewing machines came into use. As the work grew finer gloves were made, the backs of which were chain-stitched and ornamented with the needle—this work was also done by the wives.

However, in 1852 it became known that machines were being made that would actually sew a seam. The first machines were large and cumbersome both needle bar and shuttle being driven by cog wheels, which made a great clatter.

These new machines were given a very cautious trial and were first used to stitch thin binding on the tops of gloves and mittens. Being imperfect they needed constant repairs which eventually brought out a perfect machine. Today nearly all the work is done by machinery.

No better illustration of the growth of this industry and the consequent development of its home, Gloversville, can be shown than by the following figures: Today we have 125 glove factories, 40 shoe and glove leather mills, six paper box factories, three pocketbook manufactories, seven glove tool manufactories, seven glove tool manufactories and other minor industries dependent on these. Official statistics of Fulton county, in which Gloversville is located, gives the number of leather workers as 16,000, the annual wages paid being $7,055,625; the total value of the annual product, $27,000,000 and the total of capital invested $10,000,000.

BOOKS AT WHITE HOUSE ARE OWNED BY THE PRESIDENT

The "latest addition to the White House library" is the way a newspaper speaks of a book which a caller left with the President, says the Arizona Democrat. Strictly speaking, the White House has no library. It has a room so designated, lined with book shelves, but its contents are the personal property of the President, who, on retirement, carries his books away with him. How could it be otherwise without a librarian or other custodian, responsible for them?

The White House silver and china are in the care of the steward, a bonded officer, who is responsible for any losses that appear when he turns these belongings over to a successor. But it would be picayunish to put all the furnishings of the White House under similar guardianship, as against the use of the President and his family.

in Annals of State of Massachusetts

road has under consideration a new freight house at Chelsea, one at Westboro, an extension to the one at Worcester, a new passenger station at Richmond Furnace and a pattern storehouse at the West Springfield shops.

The work of installing new signals, the erection of automatic signals, the construction of new and rebuilding of old interlocking plants is being carried to a very considerable extent. Two new electrical and two new mechanical interlocking plants will soon be in operation. One new electrical plant went into commission Nov. 14.

A new freight route through the central portion of this state has been laid out by New Haven engineers which will connect the New Haven tracks on the south of Springfield with the Boston & Maine tracks on the northeast. The New Haven line from New York through Connecticut, from the south, stops at Springfield, and the Boston & Maine from the east, enters that city from the north after a detour of 40 miles after leaving Bondsville, which is only 17 miles across country to the north-



FIRST PIECE OF CONSTRUCTION WORK FINISHED.

Roll lift bridge spanning Cape Cod canal at Buzzards bay, said to be largest of its type ever built. Expected to be ready for trains in about a month.

east. The new line, called the Hampden railroad, will take the short cut across country, passing through Chicopee and parts of Ludlow, Belchertown and Palmer. It will give the New Haven its own direct line to Boston, practically on the same mileage as the Boston & Albany, and will allow the heavy freights of the south and west to be taken to the steamship piers at Mystic wharf, Boston, without transfer across or around the city.

The new line will also enable the New Haven system to ship coal to Boston from Pennsylvania over its subsidiary line, the New York, Ontario & Western, from Port Jervis. When the Pennsylvania road completes the New York connecting railroad under New York bay, freight from the South and the West will have a direct line over the Pennsylvania and New Haven lines via the Hampden railroad and the central Massachusetts division of the Boston & Maine to Boston and northern New England.

The railroad situation at Springfield, where the Boston & Albany, Boston & Maine and the New Haven roads and the city are concerned, is in a very uncertain stage. There is a question whether the present union station, which is inadequate, is to be remodeled or relocated and rebuilt. The city desires to clear the east bank of the Connecticut river of railroad tracks and establish a parkway there. The railroads acquiesce, but plans for the change have not met with a unanimous approval. The problem involves the elevation of the tracks of the Boston & Albany railroad, the sinking of those of the New Haven and Boston & Maine roads, the construction of a two-level station near the river bank and the elimination of certain grade crossings.

President Mellen has stated that he believes he will be able to double the business of the Boston & Maine in the next 10 years. The New York, New Haven & Hartford railroad showed an operating revenue of $60,693,667 in its thirty-ninth annual report for the year ending June 30, 1910, the largest in the history of the company, and $6,340,036, or 11¼ per cent, greater than 1909. The total operating revenue of the Boston & Maine railroad in its seventy-seventh annual report ending June 30, 1910, was $43,357,175.26.

The Boston & Maine has voted $10,000,000 for the strengthening of its roadbed on the Fitchburg and White mountains divisions. 12 of the largest Pacific type locomotives for use on these divisions, 20 eight-wheel passenger, 10 consolidation, 10 mogul freight, 10 switching and 4 Mallett oil-burning locomotives, the latter originally intended for use in the Hoosac tunnel; 124 passenger and 1000 steel underframe standard box cars, 20 combination passenger and baggage and 100 ballast cars. Of the above appropriation $3,000,000 is being expended in the completion of the railroad shops on the Somerville marshes near the North station terminal.

The company has also eliminated grade crossings at Malden on the Portland division, and on the Fitchburg division at Somerville and Belmont. Work on eight grade crossings on the Portland division at Lynn is actively in progress and a commission has in hand the prescription of methods of abolishing the single track tunnel on the Portland division at Salem and the eliminaton of several grade crossings, the construction of a new passenger station and the general rearranging of facilities there.

The Hoosac tunnel is now being measured for the installation of electrical equipment which will permit the use of electric locomotives from North Adams to the east portal. The automatic block signal system has been installed extensively during the year, so that over 1100 miles of track are now protected in this manner, and several hundred miles more are in process of installation.

Important work on the New York, New Haven & Hartford railroad completed during the past year includes considerable elimination of grade crossings work, enlarged facilities and extensive changes in connection with the junction of the New Haven and Boston & Maine traffic. Lowell has become an important junction point between the two roads and the grade crossings at Lincoln and Plain streets are being eliminated. It is probable that a new station will be erected there.

A new station at Harrison square on the main line of the Plymouth division is to be constructed in connection with the elimination of grades now in progress there between Savin Hill and Neponset on the main line and beyond the Fields Corner station on the Milton branch. The main line is being bridged over two creeks ad five streets and the branch over four streets.

The Grand Trunk railway of Canada, which has connections with New London, Conn., over the Central Vermont, which it leases and which crosses the western part of this state, has the authority of the Massachusetts railroad commission to build a new line, the Southern New England railroad, from Palmer, Mass., across the state line to Woonsocket, R. I., and thence to Providence. Lately the surveyors of the road have laid out a new line which takes a course about 10 miles farther south and crosses the state line sooner, going through 10 important manufacturing towns of Rhode Island, thence to Woonsocket and Providence.

The Boston Chamber of Commerce attempted to prevail upon the Grand Trunk officials to come into Boston over the Boston & Maine road, but have not yet been successful.

Ocean lines of transportation have not allowed all of the credit of progress to go to the railroads, new steamship lines have been established and a movement set on foot to bring the great transatlantic steamship passenger service to Boston in case of New York harbor becomes too crowded to accommodate them. There is $3,000,000 waiting to build such facilities but a comprehensive plan of developing the harbor's great possibilities has not yet been unanimously settled upon. This indicates that the next year has much of which to take advantage.

The Cape Cod canal is practically half completed and will form an important link in the long stretch of proposed intra-coastal waterways to provide shipping with immunity from heavy weather from Massachusetts bay to the gulf of Mexico. It will play a prominent part in the transportation game of the future, placing Boston at the northern terminus of what is expected to be a much traveled freight route.

The effect of some of the new steamship lines entering Boston harbor as one of their termini—which have been operating regularly in some cases and irregularly in others during the year—is being felt in the healthy stimulus given to the general broadening out of the commercial relations of that port. Many New England firms are beginning to recognize the advantages to be gained in a more extensive foreign trade.

The Holland-American line direct to Rotterdam, consisting of the Soesdyk, Gorredyk, Amsteldyk and Andyk, and the South American steamers Theodora de Larrinaga and her sister ships are bringing in and taking out good cargoes. Investigations have been prosecuted by the Boston Chamber of Commerce of the trade conditions in Texas with a view to establishing a permanent direct line between some port in that state and Boston. Galveston is considered too crowded and some other port with as good freight facilities and rates but less expensive docking facilities is sought.

The United Fruit Company's lines from Boston to the West Indies are proving most successful and the company has found its new policy of taking southbound freight so well patronized that there are now building three new ships for the Boston service. These steamers will carry freight and passengers to Kingston, Jamaica and Colon, giving Boston its first direct communication with the isthmus, making Colon the eighth day out. The ships will be of 5000 tons gross register, will carry 115 first class passengers, will be specially adapted for tropical service, and will be placed in commission in 1911.

The Havana line is a new enterprise operating one steamer, the Rheingraf, which sails about once every 20 days from Mystic docks, Boston, to Havana. A patriotic effort is being made by the line to work up a diversified trade with Cuba.

The electric railway system of rapid transit in the metropolitan district, or Greater Boston, has had many plans for extension and improvement attached to it in the past year, but the result seems today to be more unsettled and unsatisfactory to the merchants of the city than ever before. Some business men declare that the system of subways is not to be extended with due regard to their interests and that one station, Park street, is being hopelessly congested. It would seem, however, that a most comprehensive and satisfactory general development plan is now to be laid down by competent engineers working in conjunction with all parties concerned which shall provide for the future.

The Boston Elevated Railway Company, however, has carried out some very notable improvements in its system including the Forest Hills elevated extension. The new East Cambridge elevated extension is half completed and forms a most pleasing addition to the Charles river basin through the artistic treatment of its viaduct on the downstream side of the dam. Work on the new East Cambridge subway and tunnel under Beacon Hill is being rapidly pushed ahead.



Lyndeboro Pattern
No. 7 — ht 11¾ in — $2.25 pr. Cast iron fire dog back legs 10 in.



Emerson Pattern
No 8—ht 13½ in. Cast iron fire dog—$3.50.



Jansen Pattern
No 10—Ht 16 in. Heavy cast iron carved front —$5 pr.



Plymouth Pattern
No 3—ht 19½ in—cast brass $12 pr—brass tips $8 pr—all iron $5 pr. Heavy cast iron straight back legs, Bunker hill pattern, fuel stop.



Abbott-Boston Pattern
No 14—ht 19½ in—$30 pr. Queen's metal or cast brass, heavy straight wrought iron back legs. Fire set to match, shovel, tongs and poker $15. Jamb hooks $5 pr. Complete set $50.



Steeple Tip
No. 5—ht 19 in—$15 pr ht 21 in—$18 pair. Cast brass, straight wrought iron back legs.



Winchester-Lemon
No 20—ht 17 in—$12 pr. Cast brass, straight wrought iron back legs.



Newburyport Patterns
No. 0—ht. 13 in—$12 pr. No 1—ht 15 in—$15 pr No 2—ht 16½ in—$16 pr Cast brass, straight wrought iron back legs



No 12—ht 19 in—$20 pr. Cast brass curved wrought iron back legs.



Hessian Andirons
No. 27—ht. 20 in.—$5 pair. Heavy cast iron



Pierce Pattern
No. 11—ht. 15 in. Heavy cast iron fire dog—$4 pair.



No. 6—Height 19 in—$19 pr. Cast brass, straight wrought iron back legs



Mt. Vernon Pattern
No 4—ht 21 in—$20 pr. Cast brass, straight wrought iron back legs.



Melon Pattern
No. 13—ht. 14 in.—$12 pair. Cast brass, straight wrought iron back legs.

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Pick out the desired style of andirons from the cuts shown in this advertisement, pin your check or money order to your requisition with your address or the address of the consignee and we will forward the articles to any part of New England, charges prepaid. We will ship to any part of the world if desired.

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Each article is nicely polished and carefully packed. Absolute satisfaction is guaranteed.

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39-41 CORNHILL, BOSTON

TRAINS SOON TO RUN TO CENTRAL OREGON OVER CANYON ROUTE

PORTLAND, Ore.—Two new railroad lines now building into central Oregon are expected to reach Madras during the month of January, 1911. These are the Hill and Harriman roads, which have run parallel routes through the Deschutes river canyon for a distance of 75 miles.

Early in the new year the citizens of Madras look forward to the removal of a great obstacle to trade relations, for trains running to that city will supersede one of the worst wagon roads in the state for hauling freight.

In railroad building the Deschutes canyon will present conditions unique in the United States. Two railroads will be in operation in the bottom of a wild, rugged and unproductive canyon, at times not more than 300 feet apart. Although occupying opposite sides of the river for most of the distance at one point the roads have tunneled side by side through a high rock peninsula.

At intervals enormous cliffs or crenellated bluffs leap skyward from the rails and frequently the solid rock cliffs actually overhang the tracks. From the time the traveler to central Oregon enters the Deschutes canyon, only three or four small cultivated tracts of land will meet his gaze until after a journey of 100 miles the train emerges through a gap in the hills to the plains of the interior.

Within one year's time, it is predicted, the fame of the scenic attractions of the Deschutes railroads will have spread far beyond the confines of Oregon.

NEW JINRIKISHA FOR CHINA WORK

WASHINGTON—According to Consul-General James T. Du Bois of Singapore, a one-wheeled jinrikisha, on the monocycle principle, is being introduced among the Chinese of the Malay states. It is said to be safe and to have many advantages over the old-fashioned vehicle.

There is no jarring drag in rounding corners, the wear and tear is reduced to a minimum, the work on the pullers greatly reduced, and a 20 per cent increased speed obtained. It is reported that a company is forming at Penang for the furtherance of this jinrikisha trade with China.

FRICTION MATCHES RECENT.

Friction matches are a comparatively modern invention. They were first made in the United States in 1836 by L. C. Allin of Springfield, Mass. Before that time a clumsy form of match was imported from France, which had to be dipped into a bottle of sulphuric acid before it was lighted.

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4. Because we insure and deliver all mail or express packages free.
5. Because you take absolutely no risk from any standpoint when buying from us.

Our aim is to give satisfaction. Send for one or more of these pieces today and start your Christmas shopping in time.

Don't forget to write postal for the beautiful catalog. It's a work of art, and full of ideas. Sent free postpaid.

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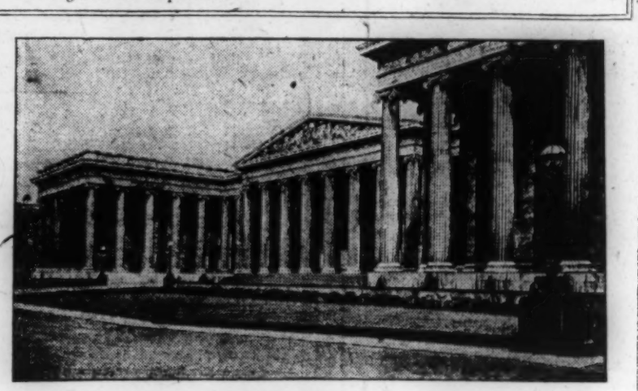
THE BRITISH MUSEUM READING ROOM

A general impression.

TO essay an adequate description of the vast reading room of the British Museum is to attempt to compass what may well look strangely indefinable. For how to describe an institution that is at once a single treasure-house and a Pantheon of countless deities, a cloistered refuge from outward elements and an intellectual storm-center, a repository for fossil wisdom and an ardent, palpitating world? Such is the rotunda at Great Russell street; but its contents and its deepest life almost defy delineation.

A queer nursery, this, some folks would say, for the devotee of letters! Yet to many the place is as dear as home. Indeed those gray Ionic columns which guard the portals of the Museum may seem actually to welcome you with a half-paternal interest. They prophesy of massive beauty, culture, dignity and taste. And this first impression is but strengthened as you pass straight on—through a noble atrium and two substantial pairs of swing doors—into the library.

Hardly can this temple of the muses fail to move a visitor who has any appreciation of size and symmetry! Its design, however, is plain enough. The picture that meets the public eye is just a great circular, glass-domed room with wainscot desks of ingenious pattern radiating from a central enclosure—and around you 70,000 books! The upper part of the building is finished in white, brown and gold. High up on the walls, toward the lantern, a striking monument to genius is seen in a girdle of 19 gold-lettered names inscribed in panels about the room. The selection takes in a goodly tribe of literary Anakim: Browning, Chaucer, Caxton, Tindale, Spenser, Shakespeare, Bacon, Milton, Locke, Addison, Swift, Pope, Gibbon, Wordsworth,



(Photo by Spooner & Co., London.)

ENTRANCE TO THE BRITISH MUSEUM.

The nation's literature here exceeds 2,000,000 volumes, requiring 46 miles of shelving.

Scott, Byron, Carlyle Macaulay and Tennyson.

If speculation or mere portraiture were likely to serve a useful purpose, much might be written about the readers. Suffice it here to say that the types are as diverse as human personality, while the faces generally express a quiet, though intense, eagerness. As a friend remarked long ago to the writer, one will find in the Museum library a splendid "working atmosphere." So silently do people study that a very slight disturbance is immediately noticeable, real noise being never heard. Young, old and middle-aged, both sexes delve with unwearied zest in accumulated stores of knowledge, ransacking musty, yellow archives, or hunting for the final word on every topic under the sun.

Work, then, is the all-pervading note. But there are many kinds of workers! The "pot-boiler," the dilettante, the humble copyist, the brilliant scholar, the fiction writer and the antiquarian—all are here. In a word, you may light upon every species and known variety of researcher, inventor or nondescript drudge.

I have said that the shelves around the reading room contain books to the number of 70,000. Of course this figure represents but a very small part of the entire collection, being merely, in round numbers, the capacity of the wall space available for books within the reading room. The bulk of the nation's literature is disposed of in the "new library" which adjoins and surrounds the great room itself. Even official estimates of the works possessed by the British Museum are not a little cautious; so heavy is the ceaseless influx of volumes, due both to extensive buying and to the law which has enacted that a copy of every book published in the country must be forwarded to the authorities here. But a recent pamphlet authorized by the trustees states that "the total number of volumes in the department must exceed 2,000,000," while it makes the total shelving of the printed book department no less than 46 miles in length! Of this mileage 29 comprise the ordinary shelving of the new library and reading room, both of which, by the way, were opened in 1857. Sliding presses afford shelves which extend to approximately seven miles, and other libraries in the department account for the remaining 11.

Now perhaps those unacquainted with the precincts of the reading room will be apt to wonder how such figures can possibly be true. Well, their difficulty is that of realizing the immense depth and size of the concentric circles which form a wide corridor around the whole circumference of this enormous amphitheater. Each bookcase harbors many shelves, while presses and shelves are mostly double; again the circle and straight corridors are three and four stories high. The whole effect of this huge library is curious, if not unique; it is simply one long vista of sweeping curves and skeleton ironwork, of swift-moving trolleys and books galore. And all this elaborate provision, as mentioned, lies outside the walls of the reading room proper, though immediately behind them. Even an habitue may attend the library for many years without ever going "behind the scenes." For only special requirements will pass a reader into what has been flippantly called the "Holy of Holies"; which sanctum certainly affords a sight not easily forgotten!

Nor could one forget the reading room, which, like all truly noble structures, appears to grow grander with long acquaintance. Passing out, the visitor casts a lingering glance over the tables with their complement of several hundred students. He notes the active superintendent directing affairs of first importance from his dais at the center; the powerful swinging arc-lights suspended from the colossal dome, and—infandum . . . renovare dolorem!—the 939-volume catalogue that runs right around a long horseshoe desk.

To deal with the reading and procedure involved is beyond the scope of the present article. We may take leave of the thoughtful stranger as he descends the broad stone steps outside, walks across the courtyard by its inevitable flock of faithful pigeons, passes through the iron gates, then turns along the railing which skirts the classic facade, and so down into Oxford street and the busy hum of common life.

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WAISTS — OUR new models now on display in chiffon, silk, wool, lingerie and tailored linen are especially attractive.

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OUTFIT NO. 1—Consisting of a Victor 1st machine, beautiful oak cabinet, 10-inch turntable, equipped with the new tapering arm and exhibition sound box; 6 Columbia double-face records (your choice) and a No. 17 Victor flower horn. Price complete $28.90

OUTFIT NO. 2—Consisting of a Victor 2d machine, beautifully finished oak cabinet, 30-inch, solid oak horn in the shade and grain to match machine (warranted not to crack), six 10-inch double-face records (your choice) and 200 loud and soft tone needles. This outfit is equal in tone to any $100 machine on the market. Price complete $43.00

CABINET—Made especially to fit these machines, holding 75 records $2.00

OUTFIT NO. 3—Consisting of an Edison Standard machine, oak cabinet, new equipment for playing records 2 and 4 minutes. Your choice of 6 Amberol 4-minute and 6 Standard 2-minute records; 1 large 30-inch floral horn. Price complete $35.10

CABINET—Made especially to fit these machines, holding 100 records $8.50

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RAILROADS HAVE CONFIDENCE IN OREGON

Millions of Dollars Are Being Expended in Actual Construction of New Branch Roads.

PORTLAND, Ore.—Although the state of Oregon was admitted into the Union Feb. 14, 1859, and its territorial government was established August 14, 1848, it has remained undeveloped in three-fourths of its great area up to the present time. The original Oregon country consisted of the present state of Oregon, the state of Washington, the state of Idaho, all that portion of Montana lying west of the Rocky mountains, and a small portion of Wyoming. The title to this vast territory was quieted by the treaty of Washington, concluded June 15, 1846.

The northern boundary indicated in that treaty was an extension of the forty-ninth parallel of north latitude to Vancouver's Island. Later on there was carved out of the Oregon country the state of Washington and the state of Idaho in the mountain country and when the territory of Montana was created, that portion of the Oregon country lying west of the Rocky mountains and extending to the Idaho boundary was made a part of that territory.

Early in the fifties a transcontinental railway was conceived, with a view to the location and construction of the same from the Great lakes, or from some central point in the upper Mississippi valley to the northwest coast, with a terminus at Puget sound in the state of Washington, or at Portland in the state of Oregon. The efforts of those who promoted the original Northern Pacific Railroad Company were pressed in this direction. July 2, 1864, Congress gave a magnificent domain of public land to the Northern Pacific Railroad Company, to aid the construction of this proposed railroad. In July, 1862, Congess granted vast areas of the public domain to the Union Pacific Railroad Company, having in view the construction of a road from the Missouri river at Omaha, Neb., to connect with the Central Pacific railroad at Ogden. July 25, 1866, Congress again having in mind the extension of a transcontinental railway into this Oregon country, granted to the California & Ogden Railroad Company and to such company as should be designated by the legislative assembly of the state of Oregon, a liberal portion of the public domain, by which a road was to be promoted from Roseville Junction, Cal., to Portland, Ore. These various enterprises were finally successful, and today these land-grant aided railroads have in operation what practically may be called three transcontinental railways—the Northern Pacific Railway Company, from the Great lakes to Spokane, thence by the Spokane, Portland & Seattle railway, commonly known as the North Bank road, into Portland, and also a branch via Pasco over the Cascades to Puget sound; another by way of the Union Pacific railroad, Oregon Short line and Oregon Railroad & Navigation lines into Portland (located along the south bank of the Columbia river); the third by way of the Southern Pacific from Ogden west, and from New Orleans to San Francisco northwest, and from San Francisco via Roseville Junction, Cal., to Portland.

In addition to these transcontinental lines which have continuous rails from the headwaters of the Mississippi and from the mouth of the Mississippi river and from the Missouri river into Oregon there are trackage connections by which these roads all lead from Portland to Puget Sound, and by which traffic, both freight and passenger, to and from Portland, may be routed by way of the Canadian Pacific railway and by way of the Chicago, Milwaukee & St. Paul, thus giving to Portland five transcontinental railway lines.

Thus has centered upon the Northwest country, including the states of Oregon, Washington, Idaho and Montana, the attention of the people of the United States in particular, and the states of Oregon and Washington are especially attractive for future colonization and settlement.

Following the recent wonderful growth of Oregon in population, the transcontinental railways doing business in this section have expended within the last two years immense sums of money. It is estimated that there has been invested in the construction of the Spokane, Portland & Seattle road, commonly called the North Bank road, about $51,000,000. In addition to this expenditure by what are called the Hill interests, it is estimated that there has been expended in the construction of the Oregon Electric railway line from Portland to Salem and Forest Grove, and in the construction of the United Railways line from Portland north to Burlington, along the Willamette river and thence toward Forest Grove, with the ultimate intention of going to Tillamook, the sum of $4,700,000. In addition to this, a line of road known as a Hill line, is being constructed from a point east of the Dalles on the Columbia river, at the mouth of the Deschutes river, called the Oregon Trunk line, at present extending south up the Deschutes river and into central Oregon, and that the construction of this road and its affiliated lines will cost an additional sum of $11,000,000, making a total investment of $66,700,000 expended in the Columbia river basin and its tributaries, all leading into Portland, and so expended by the Hill interests in making connections with transcontinental lines.

In addition to this very large expenditure the Harriman lines have within the past two years been constructing a line of railway from the Oregon Railroad & Navigation Company up the Deschutes river into central Oregon, and it is reasonable to believe that the expenditure for this line will approximate $10,000,000. A line of railroad is now under construction from Natron in Lane county, Oregon, to Klamath Falls in Klamath county, Oregon, by which the Southern Pacific will practically double-track its railway between Portland and San Francisco, and within the last two years a connection has been made between the West Side line of this company at Beaverton, Ore., and the East Side line at Milwaukee, Ore., and a new steel bridge is being constructed at Portland for use of the Harriman lines entering this city.

In addition to the foregoing there is being constructed as fast as the work can be economically done, a line of railway from Hillsboro, Washington county, into Tillamook, on the head of Tillamook bay. Surveys have been made for construction of a railroad from a connection with the Southern Pacific at Eugene to Marshfield, Coos county, and from Drain, Douglas county, to the same destination, and from Roseburg, Douglas county, to the same destination. It is believed that within the next two years one or the other of these lines will be constructed. The line from Natron to Weed, Cal., via Klamath Falls, will probably cost $15,000,000.

This vast expenditure of money in the development of local transportation lines, strengthening and fortifying the transcontinental lines already here, is the best evidence that can be presented that capital has unbounded confidence in the resources of the states of Oregon and Washington. Other lines of railway and other transcontinental connections are being promoted.

Next Two Years Loom Up Big With Promise Because of Numerous Surveys for Additional Lines.

Arkansas Claims World's Largest Peach Orchard

Three thousand-acre ranch near De Queen is big asset to state.

FT. SMITH, Ark.—Vast and varied are the resources of Arkansas. Untold stores of Nature's best gift to man still remain to be developed in the great state which is just awakening to its opportunities, and which is inviting capital and industry from other sections to come and share in the large rewards which attend earnest endeavor.

But this sketch has to do with a developed resource, a grand picture, a magnificent example of Nature's response to systematic industry. Just a few miles south of the beautiful little city of De Queen, the county seat of Sevier county, Arkansas, is located the largest peach orchard of a single variety of fruit on the face of the globe.

This great orchard covers 3000 acres of rolling upland, and is composed of Elberta peach trees. A wholesale grocer is authority for the statement that peaches from this orchard have been shipped to California in carload lots, there canned and labeled with a California label, shipped back to Arkansas and other eastern markets and sold for fancy fruit. California had nothing at the world's fair at St. Louis to compare with the De Queenland Elberta.

This immense orchard is cultivated the year round and watched with care. When the trees were young, other crops were grown between the rows, the crops paying for the cultivation of the orchard. In early July this orchard presents a scene of magnificent beauty—a sea of green, dappled with gold and scarlet.



PICKERS IN WORLD'S LARGEST PEACH ORCHARD.
Hundreds of workers come many miles to help during the busy season at De Queen, Ark.

To one standing on an eminence, the verdure is seen to undulate in the gentle summer breezes like the waves of an ocean. Every year the orchard is visited at harvest time by the people of De Queen and surrounding villages, and by hundreds of visitors from other parts of the country. But the promoters of this 3000-acre orchard were not devotees of art, unless it be the art of making money. They care not so much for its beauty as for the influence it has upon their bank account. So it is that every year, about the second week in July, an army of about 2000 invade the forest to strip it of its wealth of scarlet and golden fruit. Many of the harvest hands live in the neighborhood of De Queen, many families come for a distance of from 25 to 50 miles in their wagons for a two-weeks outing and incidently to gather peaches and money at the same time. Last season two girls came from Oklahoma and earned enough packing and picking peaches to purchase for themselves a handsome new carriage. The father and mother who accompanied them also were well repaid. Harvest hands are also gathered for 100 miles in either direction up and down the Kansas City Southern railroad, and along the line of the De Queen & Eastern railroad, which is being extended from De Queen to Hot Springs.

When the army is gathered they are grouped under captains, who in turn are under directing officers. A large boarding hall and a bunk house are maintained by the company for the accomodation of the harvest hands, and cottages are also conveniently scattered around the boundaries of the fruit forest, which may be occupied by families if desired. But many of the hands bring tents and camp out and make a profitable holiday of the event.

Large packing sheds are conveniently located in different parts of the orchard, where the fruit is sorted and packed and sent to market by train loads. The work must be done in a hurry and the manager has thoroughly systematized it in every department. By the wagon-loads the fruit comes to the sheds in bushel baskets. Here the expert sorters handle every peach and place it where it belongs. The finest are wrapped in tissue paper, the next grade goes into crates without wrappers, while the orchard run is shipped in bushel baskets. However, a soft peach or one with any kind of a flaw is not permitted to go into any class, but is thrown into the refuse heap and sold at from 10 cents to 25 cents a bushel to any one who cares to haul them away. Hundreds of wagon loads of fruit are secured in this manner and peddled in the nearby towns.

The packing sheds are reached by spurs from the railroad, and there in season strings of refrigerator cars, iced at De Queen's ice plant, are lined up to receive the fruit. Each row of crates is securely cleated to the car to prevent the peaches from jostling about. Each car contains about 500 crates holding two-thirds of a bushel each, though various sizes of containers are used.

There are 100 trees on each acre of ground, so it will be seen that 300,000 trees have to be visited daily by the pickers. Each tree yields at least a bushel, and from that up to 8 and 10 bushels. Last season a picker made affidavit that he gathered 12 bushels from one tree. Some seasons a scarcity of pickers has made it necessary for many of the peaches to remain ungathered, but early preparation for the past two years has overcome this difficulty.

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Announce that they have secured the very darkest and finest Russian Sable Skins that were brought out of Russia this year.

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RUSSIAN SABLE.

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SILVER FOX SKINS,

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Scots Held in a Bond of Love for Their Native Land

Small country possesses great variety of scenery which is most beautiful along west coast.

EDINBURGH—It seems an inherent part of human nature that there should be for each one of us a spot on earth dearer than any other, a land which comes first in our affections and regard. With some nations it has been a city on which the pride of a strong race has centered, but with Britons in general it is the country parts of their native land rather than the cities which hold the first place in the heart.

Perhaps this is especially true of the Scot. This small country, so far to the north that its northern parts lie in the latitude of southern Labrador, set amid stormy seas, oftener veiled in mist than cheered by the sun, is loved with a love that has been lavished on few lands. The inhabitants of Scotland, Celt, Saxon, Norman, or Scandinavian by descent, widely differing in nature and characteristics and separated by class distinctions, by religious convictions and political sympathies, are held together by a bond of enduring strength—their common love for their native land. This strong sense of nationality is no doubt largely due to the struggle for national existence carried on through long, fierce centuries. Men prize most the things which have cost them most, for which they have made the greatest sacrifices. The presence of a common foe welded together, as nothing else in those days could have done, the various tribes and races who had made a home in the country north of the Tweed.

Scotland possesses great variety of scenery and climate in a very small compass. It is customary with us to speak of the different parts of the country as the Highlands, the Lowlands, the Border, the North and Fife, "the kingdom of Fife." Each of these districts has its own peculiarities of custom and even of speech. There are outlying parts of the country where Gaelic alone is spoken by the people, but as a general rule English is understood and spoken even by those who "have the Gaelic," as the expression goes.

The most beautiful part of Scotland is perhaps its west coast, indented by long sea-lochs sending the salt water of the Atlantic deep into the land. These sea-lochs are edged with golden seaweed and fringed with feathery birch almost dropping their branches in the water; on all sides rise rocky hills covered with heather; the air is fragrant with aromatic scents, and over all lies the indescribable spell of the west, woven of purple mist and Celtic legend, through which appears and anon vanishes some one of the innumerable rocky islands which guard the coast, rising like enchanted castles from a faery sea.

It would be difficult to find any place in the world more beautiful, but the moisture which produces these marvelous atmospheric effects, the light soil, and rocky nature of the country are unfavorable to agriculture. The land in the western highlands and islands is mainly held under the crofter system, a system of ducal ownership. The crofts are very small farms; the rent paid by the crofter or cultivator of the soil to the laird or landowner is very low, but on the other hand it is the crofter who builds and keeps in repair the house in which he lives, and who is supposed to make all the improvements on his tiny farm. The fact that he is part owner of the land induces him to remain; as long as he pays his small rent the laird cannot remove him; the crofter has no money with which to make improvements, and the system is therefore a permanent inducement to stagnation. Where the crofter is also a fisherman, or in places where some other occupation can be combined with the cultivation of the croft, a man may do well enough; but without other resources a crofter can hardly bring up a family on the humblest lines of civilized life. We believe that the crofter would be still worse off if he were the sole owner of his land, as then there would be no men of means in the neighborhood to provide money for schools, roads, and the other necessities of civilization. Most of the large landowners have the welfare of the crofters at heart, and a great deal has been done for them, but the fact remains that there are more people than the land can support, and that as a rule the crofters are unwilling to migrate and are constantly striving to get their holdings enlarged at the expense of the big sheep farms which bring in a good return.

Most people who know the needs of Scotland would be glad to see more small proprietors in the country, but these small holdings must be in the more fertile parts of Scotland and within reasonable distance of a railway station, in order to pay. We believe that without any act of Parliament to force unwilling landowners to sell their property, there would be no difficulty in finding land suitable for small holdings if the treasury would advance the money required, receiving payment by instalments. Several large Scottish estates have been in the market this summer. The public money would be better expended on some scheme of this sort, it is thought by many, than in helping to keep crofters in the western islands where small farms will never repay the labor expended on them.



THE HIGHLAND FISHERMAN.

The game preserves of Scotland are proving a means of livelihood to the inhabitants, owing to the influx of visitors.

Most of the land in Scotland is in the hands of large proprietors; their estates are divided up into farms of various sizes which they let out to tenant farmers, on long leases, for fixed rents. The laird builds and keeps in repair the dwelling houses and the farm buildings, the steading as it is called, with the barns, sheds, stable, byre or cow-house, reid or covered cattle court, and other necessities according to the size and requirements of the farm; he also pays for the fences, walls or dykes, and drainage of the farm. He generally retains in his own hands the home-farm, which is managed by a bailiff or grieve, and the grass parks surrounding the castle or mansion house in which he keeps sheep and cattle, the Highland cattle being, from their picturesque appearance, special favorites for this purpose.

Scotch people are very fond of flowers, every cottage has its garden, and the gardens attached to the large houses are often very beautiful, and give employment to a number of people. Men are employed not only on the home farm, in the gardens and the stables, but also as foresters and gamekeepers. As a general rule there is a very kindly feeling between the family of "the big hoose" and the tenants and employees on the estate. The sons of the laird coming home for the holidays from the big schools and universities, or later in life returning from foreign service, from India or from the colonies, bring new ideas into the seclusion of country life, and renew acquaintance with the friends in whose cottages they played as children, and from whom they first learned to saddle a pony or cast a line.

Crockett has said that if a Scotchman is asked which of the counties of Scotland is the finest, he gives his own county the first place and Perthshire the second; a few words on the subject of Perthshire may therefore be of interest. It is one of the most typical of the Scottish counties, as it lies almost in the center of the country and is partly in the Highlands and partly in the Lowlands. Strathmore, "the great valley," running from northeast to southwest, separates the one from the other. The larger part of the county is very hilly and unfit for cultivation. The hills of Perthshire are separated by the glens and straths through which the rivers flow, and in which are to be found the lochs or lakes for which the county is famous. These straths are fertile and carefully cultivated, barley, oats, potatoes and turnips being the chief crops, though in some places strawberries, raspberries and currants are grown in large quantities, chiefly to be made into jam.

The hills are covered with heather, grass and moss, which support sheep, deer, grouse and other wild birds. It is commonly supposed that the deer and game are preserved solely for the benefit of the rich, and that the land might be turned to better purpose. Those who know well the country and its capacities are convinced that in no other way could so much money be brought into the Highlands of Scotland. As Switzerland may be called the playground of Europe, so Scotland may be called the playground of Great Britain. Rich men from England, and even from the British colonies and America, rent Scottish country houses and Scottish moors and deer forests every autumn. The landowner, to whom the shooting rents are paid, is by no means the only gainer. There is a demand for dairy produce and provisions of all sorts, the shopkeepers of the neighboring village or small town, the farmers and cottagers in the vicinity of "the big hoose" come in for their share of benefit. Numbers of people are employed as gamekeepers, deer-stalkers, watchers, gillies and beaters. The wages paid are generally very handsome and the local charities are seldom forgotten.

If the grouse and deer were not preserved, it is true that the hills would support more sheep, but far fewer people would be employed and less money spent in the countryside. The sheep which live on the moors and hills of Perthshire are known as Highland sheep; they are small, active, and hardy, with handsome horns and black faces and legs. The wool is woven in mills throughout the country and made largely into tweed and homespun of very varied colors and designs. Besides the tartans which are peculiar to the different clans and which are only used by members of the clan, many large landowners have special mixtures of their own which are worn by their family and retainers. A home industry which is carried on throughout the length and breadth of Scotland is stocking-knitting. In every castle, as in every cottage, the womenfolk fill in the intervals of other occupations with stocking-knitting, providing their men friends and relations with knickerbocker-stockings and kilt-hose. Knitting competitions form a part of Highland gatherings and local shows, and people of all sorts and conditions exhibit.



"OOR AIN FIRESIDE."

Typical interior of Scotch cottage; the land is held under a system of ducal ownership, the tenant making all the repairs.

CANADA'S MAPLE SUGAR CROP.

MONTREAL, Que. — The Canadian maple sugar crop this year is estimated at 18,000,000 pounds, over half of it being made in the province of Quebec.

LARGE PROFIT ON VICTORIA FARMS

MELBOURNE, Victoria—Stress is being continually laid upon the great advantages to be derived by those who settle in Australia, with the determination to conduct the management of the land they acquire in an intelligent and economical manner. An interesting proof of the large profit it is possible to make, given reasonable and favorable circumstances, is provided in the case of a man who, it is reported, possessed in March last only what he had on him. He obtained some advances and acquired some land in the state where, it is now said, he has at present a crop of about 400 acres of wheat growing, which will fetch at least $5000 when sold.

SAN JOSE SCHOOL OPENS BUSY YEAR

SAN JOSE, Cal.—To meet the demands of the large number of students this year at the University of the Pacific, that institution has had to enlarge its faculty by the addition of several instructors.

Among these the school has obtained the services of Thomas Vincent Cator, Jr., the well known composer and pianoforte instructor of this city. He is a graduate of the University of the Pacific, and for two years was a student in Vienna under Leschitizky, the famous teacher of Paderewski.

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Items of Interest

briefly mentioned

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Russian Pony Coats, 52 inches long, $50
Persian Lamb Paw Sets, Muff and Scarf, $10
New Tailored Suits, Button Trimmed, $25
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Dainty Chiffon Dresses, $30
New Sweater Coats, white and gray, $2.95
New Knit Aviator Caps, $3.00
New Lingerie Waists, very dainty, $2.50
New Neckwear in Silk Novelties, 50c
New Cape Gloves (for awhile only) 98c

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Mr. W. L. Colby, Field Secretary, for the next few weeks is at the Hotel Nottingham, Boston, and will be glad to call upon any one who may desire information concerning the school. Boys admitted as late as Jan. 1st. Phone Back Bay 44060.

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Best Quality French Curled Ostrich Feathers
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$2.00 value, trimmed with head and tails; black and brown, like cut 98c

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EARLY PREPARATION—Earlier and broader than ever before—explains the wonderful assemblage of Christmas merchandise on every floor of our two immense buildings. OUR NEW BUILDING gives us many acres of additional floor space and permits of the rearrangement and extensive enlargement of many selling sections, with wide spacious aisles, in both buildings, which will be prominent factors for easy and satisfactory shopping

EVERY GIFT DEMAND CAN BE GRATIFIED IN OUR GREAT STOCKS

Practically every section in the establishment contains goods suitable for Christmas gifts. As it is impossible in this space to describe the goods in every part of the store, we attempt but a brief summary of a few of our most prominent Christmas lines.

New Designs and Patterns the Majority of Which Are Exclusive Are Here in Our

CHRISTMAS SILVERWARE

With greatly increased space and added conveniences over last Christmas this section has taken advantage of its new position to display the choicest lines of table silverware and silver novelties ever presented in Boston. Every piece is reliable and selected for its beauty and rareness of design.

INCLUDED are many ideas in chatelaines, match boxes, sterling and German silver mesh bags, silver backed toilet articles, and a full complement of silver tableware and accessories.

Artistic Beauty in an Interesting Phase Is Revealed in Our Exclusive Display of

CHRISTMAS JEWELRY

All the latest ideas, many of them extremely unique and novel, together with all the most wanted staple articles, form our great showing of holiday jewelry. During six weeks of the past summer our buyer was selecting jewelry in Europe and these goods when placed with our assortment of domestic pieces provide an unequalled assemblage.

INCLUDED are exquisite designs in watches, diamond jewelry, fans, hair ornaments, pins of all description; cuff links, lockets, pendants, and other useful and ornamental articles.

Many a Satisfactory Solution of the Gift Problem Will Be Solved in Our Immense Selection of

CHRISTMAS BOOKS

With our removal to the street floor, New Building, more space was provided, together with the latest fixtures and conveniences, allowing the finest book display we ever attempted. Nowhere else in the city will one find such a comprehensive display of books for persons of all ages.

INCLUDED are tasteful and instructive picture books for the youngsters, books of travel and choice fiction for the misses and youths, de luxe sets, books of history, science and late novels for the adults, and also an exclusive display of English editions and foreign bindings.

Practical and Appropriate Gifts for the Newly Wedded or Established Housekeepers Are in Our

CHRISTMAS LAMPS

One special advantage of our lamp store over any other in the city is our assortment—showing as we do every variety of lamp for oil, gas or electricity, together with the most beautiful ideas in metal candlesticks and handsome shades. We also show in this section a full line of fireplace accessories. This summer our buyer went to Europe, and we are now displaying the selection which he made of the finest exclusive designs.

INCLUDED are elaborate glass domes in the handsomest of designs, brass lamps in quaint effects, brass and iron candlesticks in Colonial adaptations and modern designs, a multitude of paper, metal, glass and cloth shades and brass and iron fireplace goods.

It is Easy to Select an Appropriate Gift from our

CHRISTMAS LEATHER GOODS

Enlarged selling space enables us to display this season a more complete assortment in fine leather goods, both imported and domestic, than we have shown previously. Our holiday stock features many original novelties, with a wide variance of prices. Ours is easily one of the finest selected stocks of such goods in New England, and offers gratification for most any desire in this line.

INCLUDED are dainty hand bags, leather covered Thermos bottles, toilet cases, leather covered photo frames, London made traveling bags and suit cases, kit bags, hat boxes, etc.

Every Leather, Every Color and Every Style Find Representation in Our Display of

CHRISTMAS GLOVES

Our glove business, especially at Christmas time, is enormous. In compliance with a demand which grows stronger each season, we have prepared an assortment of imported and domestic gloves and mittens which is the most extensive of any in our history. Gloves at all prices for women, misses and children.

INCLUDED are real kid white gloves for party and evening wear in all the desired lengths and clasps, street gloves in the newest London tan shades as well as a full complement of the newest suit colors, squirrel lined gloves, auto gauntlets, wool and leather mittens, etc.

Women Appreciate Some Dainty Article of Dress and Thousands Will Find Satisfactory Selection in Our

WOMEN'S CHRISTMAS NECKWEAR

The choicest handiwork from the lace making and linen weaving districts of Belgium, France, Ireland and Switzerland are featured in our great holiday showing of women's neckwear. All these designs were personally selected in Europe this summer by our buyer and are exclusive with us in New England.

INCLUDED are dainty collars of baby Irish lace in the most exquisite designs, hand embroidered linen collars made especially to our order, beautifully embroidered and lace trimmed guimpes, collar and cuff sets and a specially large showing of imported French marabout.

Way to the Madeira Islands Our Buyer Goes to Select Part of His Assortment of

CHRISTMAS HANDKERCHIEFS

The most careful preparations are made to assure a superior holiday stock, and we are ready now with the greatest display in our history. All manner of handkerchiefs for women, men and children are here in hundreds of different grades.

INCLUDED are choice examples of Appenzell, Madeira and Armenian lace and embroidered handkerchiefs, all hand worked; also pure linen plain and initial handkerchiefs from Belgium, Germany, Switzerland, England and Ireland, and countless other varieties.

This Season With Enlarged Space We Are Showing a Much Larger Line Than Ever of Foreign

CHRISTMAS ART EMBROIDERIES

This popular section offers an astonishing array of dainty and novel articles for the delight of the eager gift seekers. A large part of this summer our buyer for these goods was in Europe, where he selected the finest line of novelties ever brought into Boston. Practically all of these are exclusive and offer Christmas gifts of distinction.

INCLUDED are hundreds of pretty handkerchief and glove boxes, sofa cushions, back rests, handkerchief sachets, leather covered workboxes, jewel cases, pin cushions, hatpin racks, table scarfs, and scores and scores of other useful articles.

Never Were There Ever Collected More Novel Articles to Produce Childhood Joy Than Our

CHRISTMAS TOYS

Weeks and weeks were spent by our toy buyer in the heart of the German, Austrian and Russian toy markets, where the major part of our great toy display was selected in preparation for the greatest toy season in our history. Imagination cannot conceive of a more novel or interesting display of such goods.

INCLUDED are all-manner of dolls, even to those that cry with real tears, growling bears, ingenious mechanical devices, animals, games, doll houses, velocipedes, sleds and a thousand and one other things.

The Most Unique Novelties to Be Secured in Europe Together With All the Everyday Requirements Are in Our

CHRISTMAS STATIONERY

This section covers thoroughly every branch of the stationery trade. The usual assortment of materials for writing is displayed in every conceivable variety and in addition there are hundreds and hundreds of useful and ornamental novelties chosen personally by our buyer in European markets, most unique and beautiful.

INCLUDED are a full line of the choicest writing papers, in gift boxes, fine desk appointments, writing cases, cards and albums, favors, diaries, exclusive line of foreign bronze figures and religious articles.

Some of the Most Pleasing and Some of the Longest Remembered Gifts May Be Found in Our Stock of

CHRISTMAS PICTURES

Our new art galleries contain every manner of subject in every mode of treatment. Especial care is taken to keep our assortment complete and attractive. All the newest ideas are seen as soon as they are produced, together with choice examples of the old school. There are pictures here for everybody, with a wide range of prices.

INCLUDED are hundreds of pretty stone prints, mezzotints, oil paintings, posters, water colors, photogravures, etc., by all the foremost artists of home and abroad.

Some of the Choicest and Most Distinctive Holiday Gifts Imaginable Are Seen in Our

CHRISTMAS ART WARES

A separate section is devoted to the display of beautiful foreign art wares, our showing in this line being the largest and most artistic of any in New England and one of the most prominent in the whole United States. Quaint and handsome pieces for the table, and bric-a-brac cabinets, imposing corner statues and dainty wall decorations are here in profusion.

INCLUDED are marbles, bronzes, pedestals, miniatures, Wachtersbach basket designs, Amphora, Royal Dux, Dresden and Vienna art wares, etc.

Dainty and Useful Articles for the Table, Boudoir and Den Are Ready in Our Complete Array of

CHRISTMAS CHINA

This store was always pre-eminent in its displays of holiday china and crockery and this season with increased space our lines are even more extensive and more beautiful than ever. The choicest productions from leading foreign marts, personally selected by our buyer, are here with a complete showing of the best domestic goods.

INCLUDED are English, French and German dinner sets, full lines of table china of French, German, Austrian and Saxony ware, boudoir articles, trinket sets, jardinieres, etc.

Rich, Scintillating Pieces in Many New Shapes and Patterns Are Offered in

CHRISTMAS CUT GLASS

Cut glass provides a holiday remembrance of great beauty and usefulness and is sure to be especially well received when it is selected from our distinctive assortment. Nearly all of our designs are exclusive and the best Bohemian, French and domestic productions are represented in Boston's most complete display.

INCLUDED are many fine conceptions in salad bowls, water sets, fern dishes, celery trays, mayonnaise dishes, water tumblers, vases, carafes and other useful articles.

The Sterner Sex Will Appreciate Articles Selected From Our Fine Assortment of

MEN'S CHRISTMAS FURNISHINGS

Perhaps a rich tie, a pair of silk suspenders, a half dozen shirts, a warm coat sweater, a walking stick or suit of pajamas. With our extensive lines we are ready to satisfy any desire in this line.

Many Gift Seekers Will No Doubt Find Their Desires Gratified in Our Stock of

CHRISTMAS UMBRELLAS

Our preparations for a rousing trade in Christmas umbrellas are planned on a more elaborate scale than at any other store in town. All grades and styles, both imported and domestic, for men, women, misses and children.

Thanksgiving Number

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, NOVEMBER 23, 1910.

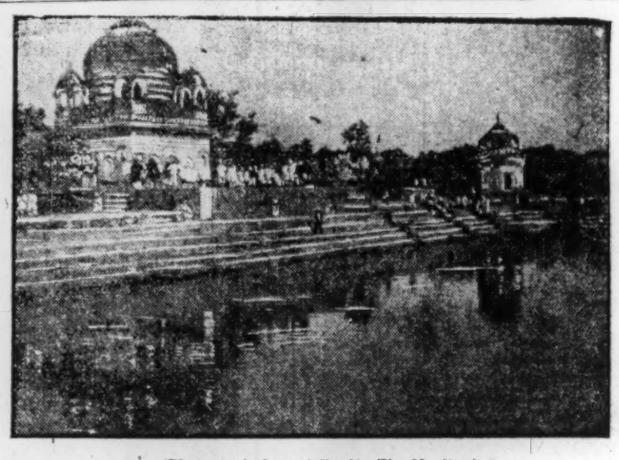
Section Two

How Great Britain is Holding the Loyalty of India

CALCUTTA—Three hundred million inhabitants, and a vast country extending from the borders of Afghanistan in the north to Cape Comorin in the south, and from Baluchistan in the northwest to the boundaries of Siam in the southeast—a country as large as all Europe with the omission of Russia, and peopled with warlike races who have in their turn conquered it. One hundred and forty thousand English, including women and children, of whom only 76,000 are soldiers, and these scattered all over the country, with hardly any in the most important commercial centers, Calcutta and Bombay, each with its million inhabitants. Backed as these 76,000 British troops are by a native army of twice their number, it can hardly be contended that the country is held by force of arms, especially when it is remembered that since the mutiny (1857-58) there has never been an uprising within its borders.

Up to 1857 the country was ruled by the East India Company—John Company, as it was called by the natives—and from the battle of Plassy, in 1757, that company was steadily pushing its way in India, by conquest and by treaty, till at the outbreak of the mutiny, in May, 1857, the whole of what is now British India was in its hands. The mutiny was not a rising of the people but a revolt of the troops, and had to be suppressed by troops sent out from England. Once the mutinous sepoys were crushed the British government took over the country and it became peaceful. A proclamation was issued setting forth the intentnions of the government toward the people, and a liberal scheme of education was inaugurated with a view to fitting them to take part in the government of their own country. It is with effects of this education that England has to deal today.

Till recent years the superiority of the Englishman to the native has been so marked, and the English rule has been so beneficent, that there has been no disposition to question the right of the white man to rule and the necessity of the native to obey. Today the rule is no less beneficent and the mass of the Indian population are just as ready to obey, but a class has arisen, the natural product of the free education provided, who question the superiority of the white man, and consider that, having proved their competence in the examination halls of the schools, they can claim a share in the ruling of the country.



(Photographed specially for The Monitor.)
A SACRED BATHING TANK AS SEEN IN INDIA.



(Photographed specially for The Monitor.)
NATIVES OF INDIA ENGAGED IN SAWING WOOD.

When, in 1857, universities were established in the chief provinces of India and facilities were afforded for a liberal education in every branch of knowledge, it was hoped that this would lead to a diffusion of the improved arts, sciences, philosophy and literature of Europe, and that by this means useful and practical knowledge would be brought within the reach of all classes. The people of India did not as a rule respond to this effort to educate them. The Mohammedan community, numbering over 60,000,000, stood aloof; the native states, numbering 60,000,000 more, did not think of making use of educational facilities outside their own borders, and the enormous agricultural population was not in any way affected. There remained the Brahman or priestly caste of the Hindus, and they flocked to the schools and colleges. Even today five sixths of the college graduates in some parts of India are Brahmans. This caste had always lived on the rest of the community, and while they were eager to improve their intellectual abilities they scorned the more practical subjects, the sciences and engineering, and devoted themselves almost exclusively to the study of literature and law. The result is that after 50 years of university teaching there are in India over 40,000 literary and legal graduates, while the others barely number 3000. These graduates are still being turned out in the same proportions, and to this state of affairs is charged a good deal of the unrest and discontent of today.

While the medical and scientific graduates can be absorbed in the growing needs of the country, there is little or no opening for the remainder. They leave college with, in many cases, the firm conviction that their abilities must be able to command some form of congenial employment, and turn at once to find openings in government offices. These offices can only take a definite number. The remainder turn to law and journalism, both overcrowded professions, and neither of them lucrative, except for those who can push themselves clear of the ruck. So keen is competition and so overcrowded is the market with young men trained in the Indian universities that graduates are often glad to accept employment at $5 a month, and if a clerkship at twice that amount is offered there are hundreds of applicants. It is from the ranks of these discontented graduates that the party of unrest is constantly augmented.

The open, and to a great extent legitimate, expression of unrest is the Indian National Congress. Founded over 20 years ago it has now definitely split into two parties, Extremists and Moderates. The latter accept the necessity for British rule, but wish to modify it, and to be given a constantly increasing share in the government, till India at last arrives at the status of a self-governing colony, with a Legislature composed entirely of Indians. On the other hand the Extremists are anxious to get rid of British authority absolutely, and without any thought of the consequences. Some of them are accused of open alliance with the anarchists of Europe and the Clan-na-Gael, and have sent members to Europe to be trained in the manufacture of bombs. These they have not hesitated to use, witness the attempt on the lives of the Viceroy and Lady Minto at Ahmadabad last year, and other outrages of a similar nature. Special courts have now been convened with a view to the speedy trial of those concerned in such outrages and of all engaged in active conspiracy against British authority, and in addition some of the Extremist leaders have been deported to distant parts of India or Burma, where they are kept under supervision, but retain their liberty. A great deal of the mischief is augmented by the inflammatory writings of a portion of the native press, and steps are now being taken to confiscate presses where seditious literature is published, and to prosecute the editors and writers. In these and similar ways sedition and anarchy are being put down.

On the other hand, towards the Moderates a policy of conciliation is being carried out. During the last 12 months Indians have been given a greater share in the government of the country. The reform scheme or Indian councils bill, which passed the House of Lords in May, 1909, provided:

1. For an enlargement of the legislative council of the viceroy and of the existing provincial legislative councils.

2. For the election of a certain number of their members by popular vote.

3. For greater freedom to discuss matters of general public interest, and to ask questions at these meetings, and more especially for the discussion of the annual financial statements.

So sweeping are the changes which have been introduced that it is only in the viceroy's legislative council that an official majority has been preserved, and even in the viceroy's executive council of six a place has been found for an Indian. In all the provincial councils it is now possible for the Governor to be outvoted, which seems to many a more advanced step in legislation than is at present politic or desirable.

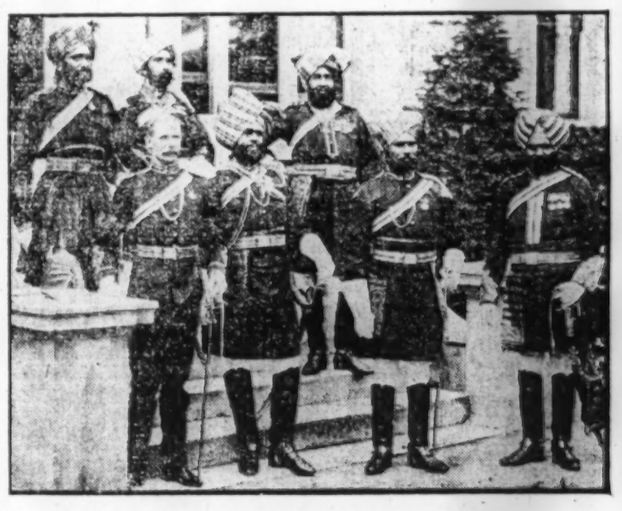
In carrying out these reforms great pains have been taken to insure that the Mohammedan minority should be adequately represented, and the election of members has been placed in the hands of landowners, municipal bodies, chambers of commerce and other bodies and individuals having a stake in the country. This is expected to result in rallying all the respectable portions of the community on the side of good order and government.

The native chiefs are loyal and satisfied with British rule, under which their position is assured. The army is free from sedition, and owing to a judicious system of pensions and grants of land exercises a steady influence throughout all the districts from which they are recruited. In a similar manner the police and those in other civil employ earn pensions and so retain a personal interest in the stability of British power. Thanks to the spread of railways and canals the conditions of village life are improving, and the spread of education by means of village schools enables the people to appreciate more and more the advantages of a regime under which they are safeguarded from oppression, and throughout the whole rural population the predominant feeling is one of great loyalty to their immediate rulers in the persons of their district officials, and beyond that of a loyalty to the British crown. This loyalty is none the less real from the fact that the native of India invariably puts down famine, plague and other trials to Providence while he gives credit for all benefits to what he calls the sirkar, the government which rules over him.

The spread of western ideas, the gradual emancipation of women, and the ever increasing facilities for travel are slowly but surely breaking down the traditions of caste, and as this weakens, so fades the power of the Brahman. It is not unnatural that feeling the reins of power slipping from his fingers he should dislike and even hate those whom he looks upon as the cause of his diminishing influence, and undoubtedly a section of the Brahman community, more especially the Mahratta Brahmans, would willingly throw the country into chaos in the hopes of regaining their power in the confusion and anarchy which would follow the downfall of British authority. These Mahratta Brahmans and a small but noisy party of Bengali malcontents from Bengal and eastern Bengal are the active elements of disorder. On the other side are the Mohammedans, the reigning chiefs, and the great mass of the agricultural population, who are content with their lot. Of passive loyalty there is abundance.

What is now considered necessary is an active loyal cooperation on the part of those Indians who have been called to assist in the government of the country, and, through their example, on the part of the large numbers of Indians of position who, though detesting the wiles and machinations of the extremists, are very reluctant to come forward and openly denounce them.

The main factor in the continuance of the Indian empire under British rule lies in the name which the members of the ruling race have earned among the natives of India since their government took over the country. In the days of John Company Englishmen came home rich with the wealth accumulated during their stay in the east. Since the days of the mutiny they have been government servants with an assured pension at the end of so many years' work, and they have devoted themselves to the regeneration of India without turning aside to amass riches. It has been said that a hundred years ago the state of India was like that of Europe in the fifth century. The immense strides which have been made by India in getting more in line with twentieth century Europe have only been possible through the life work of the scores of Englishmen, soldiers and civilians, who have toiled to improve the conditions of the people and country.



(Photo by Spooner & Co., London.)
A GROUP OF NATIVE MOHAMMEDAN OFFICERS IN INDIA.

A Stirring Event in the History of Mexico

Republic Gratified at Showing of Progress — One Hundred Years of Independence Celebrated by Entire Nation.

MEXICO CITY, Mex.—When on the night of Sept. 15, 1910, President Diaz stepped upon the balcony of the national palace, rang the bell overhead and shouted "Viva Mexico! Viva la Independencia!" he commemorated one of the most stirring events in the history of the western hemisphere. That shout is the famous "grito de Dolores" and the bell is the same that rang in the struggle for Mexico's independence from Spanish rule 100 years ago, from the steeple of a little parish church, swung by the hand of an obscure priest.

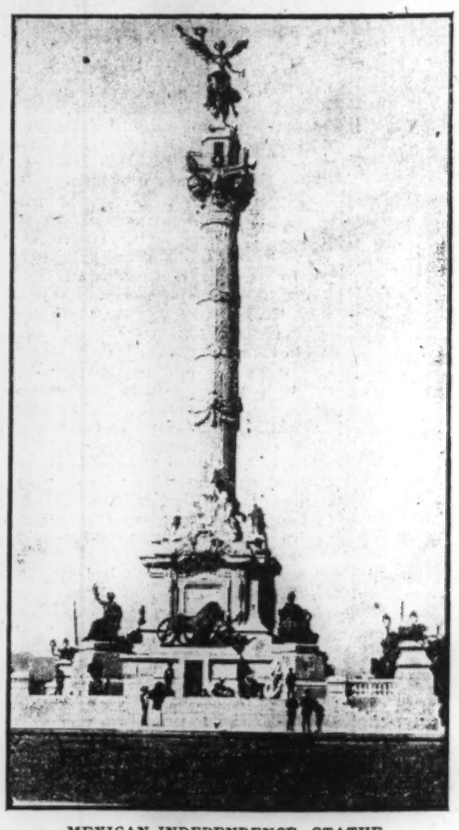
Never was a greater contrast. Surrounded by the ambassadors and delegates of the world's nations—conspicuous among them the representative of the Spanish motherland—in the midst of the most brilliant illuminations that Latin taste and lavishness could devise, the chief magistrate of the republic gave the historic grito. Gave it to a vast multitude notable for its enthusiasm and its orderliness, but a few weeks after his reelection to the presidency for another of a long series of terms which have become synonymous with stability and order and poise and have placed Mexico among the nations that make up the economy of the world. And the scene was the zocalo of the Mexican metropolis, the great square where Cortes had found the center of the Aztec power, the imposing teocalli of ancient Mexican worship, the very pinnacle of the proudest of the indigenous civilizations which the western hemisphere has seen, and on whose ruins the Christian conquistadores reared the cathedral home of the new faith and laid the foundation of the palace and seat of the new power in the west.

Hark back a hundred years, to the little town of Dolores, in the ancient mining region of Guanajuato—the same whence had come millions upon millions of the wealth of the Indies wherewith Spain built up her grandeur. Hark back and hear with wonderment the tocsin break the calm of night; and see the people—mostly Indian folk—gather hastily about their parish church. And ask them what means this summons from the steeple in the night of this 15th of September, 1810. The struggle for the freedom of New Spain; and the simple Indians of that little corner tucked away in central Mexico were the first to hear the great call from the lips of their old parish priest, who was to become the father of Mexican liberty. Surrounded by his devoted flock, in the mystic glimmer of the altar candles, Miguel Hidalgo y Costilla, cura of Dolores and daring conspirator of New Spain, raised his historic grito, "Viva Mexico! Viva la Independencia!"

"El grito" was the focussing point of all the dazzling festivities of the centennial month, but nothing was more expressive of the unique picturesqueness of Mexico and its people than the historic pageant. The fidelity of costume and type from the barbaric pomp of Moctezuma to the clever mask of the ephemeral emperor Iturbide was remarkable, but there was something that made one feel that such a pageant could not be witnessed elsewhere. One became conscious of it gradually and it was this: That the very impersonators of Moctezuma, his court and soldiery, belonged to his race and that the overwhelming majority of the spectators, the crowds in the streets, were substantially the same people that Cortes had found. A clear sense of the permanence, of the rock-like fixity, of the Aztec and his kin, and at once a sense of the fleeting, the incidental, the transient of all that Latin or Saxon had brought to these shores and mountains, came over one as he watched the passage of the historic figures credited with having made the Mexico of the Spanish world. Striking paradox: Moctezuma's passage, as he was borne aloft in gorgeous canopy, was for the most part followed with silent stares by these same people palpably of his own race; but as Hernan Cortes came riding on, in shining armor and haughty mien, surrounded by a glittering host of conquistadores, the crowds burst into thunderous applause. Again and again, as the pompous viceroys, bespangled, beplumed and periwigged, summing up three centuries of colonial iron rule, pranced along—the Mendozas, the Velascos, the Cordobas, the Albuquerques—the crowd paid them homage, as of old.

If Mexico's Latinity appeared strongly emphasized during the celebrations from the renaming of a street in honor of Isabel of Castile to the ceremonies surrounding the solemn return, by the Spanish delegation, of the uniform of the great Mexican patriot leader, Jose Maria Morelos, the conferring of the Order of Charles III. upon President Diaz, and the brilliant fiestas given by the large and influential Spanish colony, one of the most attractive features was the acme of cosmopolitanism that cosmopolitan Mexico City reached during the centennial month. Among the foreign decorations the Spanish and the American colors predominated, but innumerable also were the flags of France, Britain, Germany and Italy. The brilliant representations from all parts of the world, China and Japan included, came forward in such striking ceremonies as the surrender of the keys of Mexico City—taken by General Bazaine, half a century ago—by the delegation of the French republic; the laying of the foundation stone of the statue of George Washington, an impressive American homage; the unveiling of the Humboldt statue, a gift from the German Emperor; the laying of the foundation of the statue of Garibaldi, in commemoration of the fortieth anniversary of the taking of Rome by the Italian troops on Sept. 20—and all this emphasized by the French, German, Brazilian, Argentine, Chilean and other marines taking part in the military parade. Every day in the month had its individual festivity and such events as the unveiling of the statue of Mexican Independence—a magnificent work of art on the Paso de la Reforma, toward Chapultepec—and again that of the monument to the second liberator of Mexico, Benito Juarez, in severe and imposing classical style, on the south side of the Alameda are never to be forgotten.

All nations honored Mexico and were in turn honored by her—the mother country above all—yet the American delegation, headed by former Governor Curtis Guild, Jr., of Massachusetts, unquestionably stood in the front rank, towering above the others; and all who followed the functions in which the Americans occupied the center and all those who passed and admired the splendid Cobian palace, set aside for the delegation and wonderfully illuminated at night, felt that the traditional ties of friendship and of interest between the two countries were being strengthened from day to day during the memorable month of September, 1910, the month of Mexico's centennial of independence.



MEXICAN INDEPENDENCE STATUE.
Magnificent work of art on the Paso de la Reforma toward Chapultepec, Mexico City.

DOUBLE-TRACKING A COLORADO ROAD

PUEBLO, Col.—Rapid work is being done this fall on the grading for the new joint double track for the Denver & Rio Grande and Colorado & Southern railroads. It is reported that at the present rate of progress the new double track will be ready for use next August, instead of Jan. 1, 1912, as was first announced.

The old track used for many years by the Denver & Rio Grande road will be abandoned upon the completion of the two new tracks. The distance between Pueblo and Walsenburg will be shortened seven miles.

JAPAN'S HIGHEST MOUNTAIN.

Mt. Morrison is the highest mountain in the Japanese empire. It is 14,300 feet high.

The Native Question in South Africa and the Future

Most Important Proposition to Be Solved Is the Future Relations Between White Immigrants and Colonists and the Aborigines.

Now That the Union Has Been Formed It Is Expected That the Attention of Statesmen Will Be Turned to Solving Racial Problems.

LONDON—The most important problem awaiting solution in South Africa is generally conceded to be that governing the relation between the white immigrants and colonists on the one hand and the various tribes of aborigines on the other. Locally this is termed the native question, and its bearing on the future of South Africa is vital, though in the past its importance has been obscured and at times lost sight of in the disastrous and perfectly avoidable racial struggles between the British and Dutch.

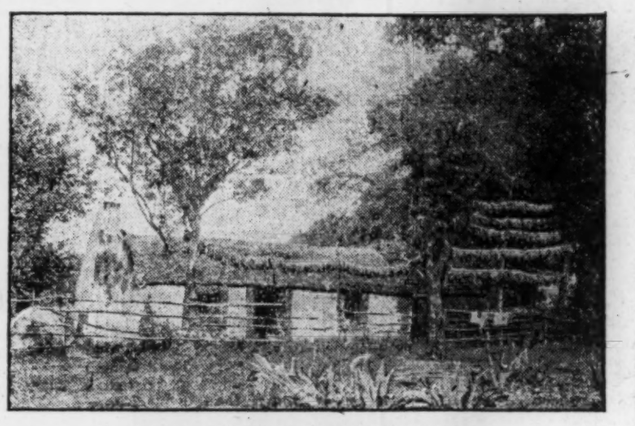
Now that the act of union has been passed and consummated it is to be hoped that the attention of statesmen will be effectively turned to the native problem, for upon its equitable solution depends the future of white civilization in that part of the British empire.

In Australia, New Zealand, Canada and the United States this difficulty has been solved by the virtual disappearance, as a political factor, of the aboriginal native, who has been unable to adjust himself to the new conditions created by the presence of a higher civilization. But in South Africa the coming of the white man has produced an entirely different result. The Bushmen and pure bred Hottentots, always few in number, have indeed disappeared, but the half-castes and especially the Bantu people have thrived and increased at a far greater ratio than the white settlers. Before the advent of the latter, the internecine struggles, the wars of extermination carried on by Tshaka, Dingaan and Moselikatze, in which whole provinces were depopulated, the oft recurring droughts and resulting famines were effective checks upon an undue increase of population. But as soon as the white man became a power, intertribal warfare was sternly repressed, and in cases of drought he was able, by superior and increased facilities of transport, to convey grain and food to the stricken localities and thus avert the dangers of famine. The following statistics clearly show the gravity of the situation:

Cape Colony, whites 580,380, colored 1,825,172; Orange Free State and Basutoland, whites 144,394, colored 589,357; Transvaal and Swaziland, whites 298,-107, colored 1,057,275; Natal, whites 97,-109, colored 1,011,645; total, whites 1,-120,050, colored 4,483,449.

There are thus in British South Africa, exclusive of Rhodesia and Bechuanaland, four natives to every white man, and if the latter territories were added to the Union of South Africa the colored people would outnumber the whites by nearly five to one.

The laws affecting the natives vary in the different provinces under the Union, being most liberal in the province of the Cape of Good Hope and perhaps most harsh in the province of Natal. In the case of the old Cape Colony there is no color bar to the franchise, the test being an educational and property qualification, while the natives are not prohibited from acquiring landed property. In that colony or province, especially in the western midland and southern districts, the impact of an overwhelming number of Bantu people in a state of barbarism was not felt, for the native question in the Cape, before the annexation of the Transkei, was limited to a few Kaffir tribes on the northern frontier and to the mixed races or half-castes, generally termed Cape colored people, who are found all over the western parts of the Cape Colony. On the other hand, the danger of a small white community confronted by hordes of natives was felt most keenly by Natal, which perhaps accounts for the fact that the laws affecting the Kaffirs are stricter than in any other parts of South Africa, if not in theory, certainly in practise. The Orange Free State has very little difficulty in regard to this problem, but the powerful Basuto tribe on its southeastern border makes it particularly sensitive to native unrest.



A NATIVE HOME IN SOUTH AFRICA.

The maize or Indian corn has been harvested. In the garden are dahlias and chrysanthemums.

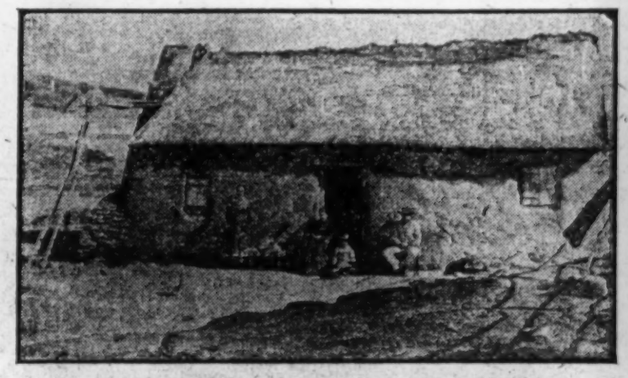
In both the Orange Free State and the Transvaal, as well as Natal, the franchise is strictly limited in practise to the white population, and the refusal of the Cape to modify its laws in this respect created a difficulty which at one time threatened to jeopardize the success of the union conference. The Cape province has been amply justified in upholding its liberal measures by the success of its native policy in the recent past. In education and civilization its colored population is far in advance of the other provinces, and it has enjoyed immunity from native uprisings. Of late years a remarkable change has been observed in the demand for education, and considerable sacrifices are made by the colored people either to get schools established in their midst or, if that is impossible, to remove to centers where educational facilities are procurable. In certain districts it is almost impossible to secure a colored boy or girl for service under the age of 15 or 16, the parents being firm in their refusal to remove them from school until they have reached a certain standard. There is naturally a corresponding demand for increased luxury in dress and home comforts, as well as for improved agricultural implements in the grain areas. The native population of the Cape province is undoubtedly advancing in civilization and is agitating for further political recognition, and the colored man is quite conscious that his demand is backed up by a standard of civilization, property and education which is in advance of that enjoyed by many of the members of that class known as the "poor whites."

The two most salient examples of class legislation prevailing in the Cape province as well as in the rest of South Africa are the pass law and the liquor restrictions. The former is limited to certain localities near the frontier, where there is a large Kaffir population, and was framed for the protection of the stock farmer as well as to curb the cattle-thieving propensities of the Bantu people. By its provisions no native is allowed to move beyond a certain area without a permit or pass; and all cattle, horses or sheep in his possession when traveling have to be described and indorsed by a responsible official. The liquor restrictions vary in the different localities according to the decisions of the licensing boards, but in the case of the Transkei and native reserves no liquor is allowed to be sold. This law is general throughout South Africa, and before the war was more stringent in the Orange Free State than elsewhere.

Some of the colored people object to the liquor resrictions because they create a special discrimination between the white and the black man, but they are upheld and indorsed by the more enlightened leaders of native opinion, who know full well the effects of drink upon their fellow-countrymen. The farmers, with the sole exception of the wine growers, are insistent in their indorsement of the liquor restrictions from motives of enlightened self-interest, for the regularity and efficiency of their native labor supply depend largely upon the removal of drink facilities from the neighborhood. The native is the most useful factor in regard to labor, for the white man does not do hard manual labor in South Africa, so the mines and rougher forms of industry depend entirely upon the supply of native labor. The native question in South Africa has been further complicated by the introduction into Natal of Indian coolies and Indian traders who outnumber the whites in that province, and their demands and rights are continually bringing them into conflict with the Europeans, especially in the Transvaal. The opposition to the introduction of Chinese labor for the benefit of the Transvaal mines some years ago will thus be readily understood, but that difficulty has been adjusted by the repatriation of all these immigrants.

The progress of the colored man is most marked in the Cape province, but his advance towards civilization in the other provinces, though less rapid, is nevertheless a recognized factor, and the question for the statesman of the future is how to maintain the supremacy, purity and high standard of civilization and at the same time to foster the demand for education and a reasonable share of political recognition which is being made by the natives. The question of enfranchising the colored man of education and property in the other provinces of the Union can be left for adjustment, however, until he has advanced in civilization in sufficient numbers to justify the experiment which has proved a success in the Cape of Good Hope. The denial of the franchise certainly entitles him to the strictest impartiality, justice and equity in all other matters. It has taken many centuries to fit the white man for political freedom and its privileges, and these can hardly be accorded to the natives unless the advance towards civilization is sufficiently marked and general to justify their bestowal in a restricted sense.

It is hoped that new parties based upon geographical and commercial interests and not upon radicalism will be formed after the union has come into working order, and all classes of the white community may then turn their attention to the gravity of the native question and to finding some means of maintaining white supremacy without infringing the rights of the colored man, who, unlike the negro of the United States, is not an importation but a genuine product of the soil. This reference to the American negro justifies an allusion to the Ethiopian movement in South Africa, which, though nominally religious, is undoubtedly more of a political character. Until recently missionary work and education have been almost entirely in the hands of white men, but of late emissaries of the American negroes have been preaching a crusade with some success in favor of intrusting religious and educational activity only to colored leaders and these men who call themselves heads of the Ethiopian movement have stirred up a good deal of discontent even in Cape Colony, where the freedom enjoyed by the colored people is considered to have rendered such proceedings unwarrantable.



TYPE OF HOUSE OF POOR WHITE, SOUTH AFRICA.

This is better than the ordinary dwelling of this class. No garden or trees have been planted.

Problem of Poor Whites; Another African Question

From the foregoing brief summary of the native question it is hoped that the reader will have gained an idea of the salient facts of the case, namely that the colored indigenous population, already in a vast majority, is increasing at a more rapid rate than the white man, that the natives are becoming eager for education and a higher standard of civilization and are demanding political recognition from the white man.

At present the white man is in a position of supremacy and it is regarded as his duty to maintain that position not by refusing the legitimate aspirations of the colored people but in devising means by which the white population can be increased in numbers and efficiency. A scheme of immigration proposes itself at once, but the Dutch are opposed to this method because, according to their antagonists, they fear that they would lose their political predominance if British settlers were introduced in large numbers.

But the Dutch assert that the economic and peculiar conditions of South Africa do not justify such measures and they point to the failure of the different colonization and land settlement schemes in the past, for with the exception of the Grahamstown settlers in the early years of the last century, all the immigration schemes have resulted in failure, leaving a number of discontented unemployed who were unfit to cope with the farming difficulties, which only experienced South Africans seem able to surmount. Racialism between English and Dutch, if persisted in, will end in South Africa ceasing to be a white man's country, according to students of the question, notwithstanding its splendid temperate climate and natural advantages. Now that union has been accomplished hopes are being expressed that the unhealthy rivalry between Dutch and English will yield to the formation of new political parties founded on geographical and divergent commercial interests. The strength of the British in South Africa is in the towns, where they are engaged in professional and commercial pursuits, while the Dutch are paramount in the country districts, and the few farmers of English descent as a rule find themselves more in harmony politically with the Dutch, except during a racial crisis.

Impartial observers concede the fact that on the whole the Dutch are more successful than the English as colonists in South Africa. They are united politically and are imbued with a strong sense of local patriotism, whereas the British are much divided, many objecting to the domination of the capitalist; and instead of becoming insurgents as in the United States, they combine with the Dutch. Then again the divided allegiance of the British does not leave much scope for local patriotism, though they maintain that their imperialism enables them to do justice to both South Africa and England, but as a rule England is an easy first, with South Africa a long way behind. This attitude undoubtedly weakens their standing, and this weakness is further intensified by the exodus from South Africa of all English and continental colonists who have made fortunes. Park Lane in London, the millionaires' quarter, was noted some years ago for the number and importance of its South African residents, and there are large numbers of retired merchants and financiers, with lesser fortunes, scattered about England. These gentlemen pose as South African political experts, and many of them before the last war played the role of Zedekiah, the son of Chenaanah in urging upon the British government the desirability of war and the ease with which the conquest of the Transvaal and the Free State could be accomplished.

But the Dutch, in their turn, suffer from the presence of a rapidly increasing class of "ne'er do wells," known as the "poor whites." These people marry early, have large families, and lead an existence without education, ambition or any perceptible adaptability. As long as they remain in the country they lead colorless, apathetic lives, and their vices are negative, but when their position becomes desperate they migrate to the towns, where they become brickmakers or resort to more questionable methods of gaining a livelihood.

The problem has engaged the attention of politicians, and Ex-President Steyn, one of the noblest figures of the last war, dwelt impressively and sadly upon this difficult question, when laying the foundation stone of a Reformed church in the Orange Free State. He asserted that there was a decay of religious sentiment, and a corresponding increase of crime among his fellow countrymen; that the movement of the poorer classes to the large towns led to much degradation and vice, and pointed out justly how rare it was in former years to find the criminal records of the state sullied by Dutch names, whereas that had now become a common occurrence, even in respect of the gravest crimes.

In the southwestern districts there are large settlements of this unfortunate class, without any trade or fixed occupation; many of them exist on small plots which they have inherited, but the greater number are content to squat on the farms of the larger proprietors, rendering small services by way of rent and giving up a certain proportion of the small crops of maize and cereals raised on the ground alotted to them. It is their hopeless, apathetic attitude toward life which baffles the efforts of the reformer; they seem contented with small adobe or sod-built hovels, the poorest of clothing, and the scantiest of fare, their only diversion being the journey once every three months to the chief district town, in order to partake of the sacrament. They still attend prayer meetings and services with regularity, but as one of their pastors recently remarked, "Yes, they are religious after a fashion, and can aptly quote psalms and scriptural texts, but they feed on the husks and have quite lost the kernel of true religion."

Among the causes which have contributed to this condition of affairs is the operation of the Roman Dutch law of inheritance and the patriarchal instincts of the old Dutch settlers. In England the law of primogeniture, which unduly favors the heir or eldest son, undoubtedly has the effect of compelling the younger sons to go out and earn their living, but in South Africa, where the property is equally divided among the children, unless the sons have a large measure of the progressive instinct the tendency is to remain at home on a portion of the farm and wait till they can take entire possession of the area allotted by the father during his lifetime, and this becomes legally subdivided. This habit is fostered by the patriarchal impulse, which leads the owner to prefer the companionship and close proximity of his children and grandchildren. The process goes on indefinitely, so that in the case of great-grandchildren, where large families are the rule, the area of ground inherited is quite insufficient to supply the wants of the owner and he gradually but effectively becomes one of the class known as poor whites.

The only body of men who are capable of stemming the tide of this racial deterioration, it is said, are the ministers of the Dutch Reformed church. President Steyn dwelt impressively upon the decay of religious sentiment, and the influence of the minister is undoubtedly waning, but is still powerful enough to effect a great improvement. There are two schemes, one of agricultural settlement combined with educational facilities and the other the establishment of industrial colleges or institutions to train the most promising boys and girls. The first system has been effectively initiated at Kakamas, on the Orange river, by the Rev. Mr. Marchand, and the latter is being organized by the Dutch Reformed church at Oudtaboo, probably the wealthiest district of the old Cape Colony. In this locality it is a common pathetic experience to find the sons of a former owner working as common laborers or residing as poor squatters on the farm which, thanks to ostrich farming, is yielding a handsome income to the actual proprietor. The position would be intolerable to most people, but these unfortunates do not seem to realize the irony of the situation. The wood-cutting community of the forests of the southwest are perhaps lowest in the scale, and to meet their pressing demands sections of the forest are prematurely thrown open, to the detriment of the timber supply, without any permanent good to the beneficiaries.

It would seem to be a matter of primary urgency to awaken these people from their torpor and apathy and to instil some ambition, even the ambition to go into domestic service, from which they are averse from motives of pride, combined with laziness. The establishment of industrial institutions in different localities is too costly for private individuals to undertake, but a well form part of the government education system. There is a great demand of good tradesmen such as bricklayers, masons, cabinet makers, and builders in the smaller South African towns and villages. On the other hand there is an oversupply of handy men, who are ready at cheap rates to botch everything they can lay their hands on, and the result is jerry-built, damp and leaky and thoroughly unsatisfactory workmanship. Good tradesmen are the rarest and incurable except from the larger and more distant towns, and employers are paralyzed by unskilled cheap labor unable to give a fair price for a properly constructed article.

The difficulty of employing a native boy under a certain age, due to the prohibition for education, has been pointed out, but in the case of the poor whites the problem has been to induce parents to send their children to school with any regularity, for they are kept at home on the slightest pretext, although the danger has been so clearly seen that most districts have succeeded in putting compulsory education proclaimed for all whites.

It would not be fair to the Dutch community to make no allusion to the many English wastrels in South Africa, but as these drift from town to town and as a rule are unmarried vagrants who soon become lost to sight in the slums of the larger cities, they do not present the same perplexing problem as the ever increasing army of poor whites, who as long as they remain in the country are free from drunkenness and are only touched by the negative vices of apathy, poverty and comparative laziness. Once these people drift into the slums of the larger towns their condition is almost hopeless. This undesirable condition of affairs is more acutely felt in the Cape province, where the law of inheritance has been longest in operation, and it is hoped that the attention of union statesmen may be effectively focused upon the solution of the problem which involves the relapsing into a state bordering on semi-barbarism of a section of the white population already in a minority, and in the face of the advance toward civilization of the aboriginal natives.

One of the accompanying illustrations shows in superior form the type of house occupied by poor whites. It will be noticed that there is no pretense to a garden or any trees, whereas one of the first efforts of the colored man in that same locality is directed toward an enclosure with a few flowering shrubs in front and vegetables and fruit trees at the back and sides of his dwelling, as shown in the other picture.

TEACHERS LIVING ON HOMESTEADS

GREELEY, Col.—About 50 young eastern girls are combining school teaching and homesteading in Weld county this school year. The young women have built shanties on their claims, in some instances doing the work themselves.

Wherever possible four girls have taken up quarter-sections and have erected a common home at the point where the claims meet, the house being so arranged that one room is located on each claim.

"Let thy mind's sweetness have its operation upon thy body, thy clothes, and upon thy habitation."

—HERBERT

KARITH

It's the matchless cleaner of gloves, fabrics, feathers, furs—removes grease, grime, pitch, paint—there's nothing like it. It's what you never expected to see—a clear and colorless fluid, of agreeable odor, that takes the spot right out of the most delicate fabric without injury to color or finish—cleans white kid instantly, and does not discolor it.

It's not merely a matter of economy—true, the saving is large in cleaning articles at home—but just think of the great convenience of having always at hand the real cleaner that really cleans—the one that will keep your gloves and gown without spot or blemish at all times! Remember—not how expensive, but how faultlessly neat and dainty, is the true test of a woman's attire!

Don't take our word for it—just give it one trial—then you'll be as enthusiastic as the other wise ones—you'll thank us for telling you about it—you'll never be without it. Don't forget—a fresh spot is always more easily removed than an old one—keep a little jug handy at all times. Find it at all stores where toilet articles are usually sold—ask for it with decided tone!

And pardon us if we impress upon you that there is no substitute — nothing else just as good—if your dealer hasn't it, he can and will get it for you when you insist—just ask for the unique little jug—it comes in three sizes, 10c, 25c, 50c.



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Send for our little booklet—it's free.

Nemo Hygienic Corset System

TRIPLE-STRIP

MAIN NEMO FACTORY, NEW YORK—FOR THE AMERICAN CONTINENT

BRANCH NEMO FACTORY: STUTTGART, GERMANY—FOR THE EUROPEAN CONTINENT

BRANCH NEMO FACTORY: BRISTOL, ENGLAND—FOR THE BRITISH EMPIRE

Nemo Corsets Are the Best Guarantee of Perfect Style and Comfort — Nearly Every Woman Needs the Nemo Hygienic Corset Service

NEMO CORSETS represent twice as much value, in material and making, as any other corsets sold at the same prices. *That means ECONOMY.*

EVERY Nemo Corset is an original invention which performs some valuable hygienic function that no other corset can perform. *That means NO SUBSTITUTE.*

EVERY Nemo Corset is the embodiment of up-to-date fashion, combined with intelligent hygienic construction. *That means STYLE and COMFORT.*

THESE are the sufficient reasons why Nemo Corsets have so quickly acquired *LEADERSHIP*, and why the Nemo has become the most important corset industry in the world.

DON'T imagine that all Nemos are for stout figures just because you happen to know that millions of stout women will wear no corset except the world-famous Nemo "Self-Reducing."

OUR new "Lastikops" Corsets, for slender figures, perform as great a service for women of slight and medium form as the "Self-Reducing" does for stout women—a service just as *absolutely necessary*, and which is just as impossible of achievement by corsets of any other make.

THERE are other "slender" Nemos, each having a valuable function which it perfectly performs. No matter whether you are stout or slender, there's a Nemo to fit you.

The New Nemo Lastikops Webbing Has Revolutionized Corset-Making

IT HAS always been *desirable* to use an elastic fabric in certain parts of a corset. We never used elastics, until we invented "Lastikops Webbing," because, up to that time, there was no elastic fabric in existence that could be depended upon to give satisfactory wear. And there is *no other now.*

LASTIKOPS WEBBING *retains its elasticity* and *outwears any corset*, because the rubber strands are firmly held in the non-elastic portion of the fabric, and cannot work loose and pull out. It is not injured by sewing, for the needle does not weaken the rubber strands. It is elastic enough to insure comfort, but firm enough to give perfect support.

THIS new fabric is our own patented invention, and is used only in Nemo products. All imitations are valueless—nothing but same old UNRELIABLE.

LASTIKOPS HOSE SUPPORTERS—are guaranteed to *outwear any corset.* They are used on all Nemo Corsets except the few $2.00 grades.

LASTIKOPS BANDLET—the great feature of Self-Reducing Corsets Nos. 522 and 523. Gives such perfect support from underneath that thousands of these corsets are now being worn instead of separate supporting bands. A corset of such perfect shape that it performs an important service of this character must be of inestimable value to any woman who wants to be fashionably slender.

LASTIKOPS BANDS—used in Model No. 330, produce an entirely new effect in guarding slender women against the effects of tight lacing. The new invention will prove of untold value to millions of women.

Every Stout Woman Ought to Know These Facts

THE original "Self-Reducing" Corset was invented and patented by Kops Bros. in 1897. Before that time there was no "stout women's" corset—fleshy women had to put up with whatever they could get.

BEING an entire novelty, unknown to the trade, it took *eight years* to sell the first two million pairs of Self-Reducing Corsets. More than that number are now sold EVERY YEAR—and all over the world.

ABOUT four years ago the Nemo Self-Reducing Corset had become so well-known and popular that other corset manufacturers, being envious of the Nemo success, began trying to make imitations of the then-famous Self-Reducing Corset. But all such imitations have been *rank failures*, because it is simply IMPOSSIBLE to produce Nemo EFFECTS without infringing Nemo PATENTS.

THE more unscrupulous makers have closely imitated the name "Nemo," and have even copied our advertisements and our illustrations in their efforts to make a market for their *worthless imitations.*

EVEN some short-sighted dealers, who KNOW BETTER, perhaps being influenced by special discounts or other inducements, have forgotten their duty to their patrons so far as to offer and recommend even the very poorest of the spurious "reducing" corsets in place of the Nemo.

THE Nemo Self-Reducing Corset has reached its present perfection through more than *fifty* additional patented improvements. It is not the result of a *single* invention, but of *many.* Imitators do not seem to understand that by the time they have *badly copied* one successful Nemo feature, we have already brought out something new and superior.

THERE are plenty of corsets that a stout woman CAN wear—simply strong, clumsy affairs that would squeeze an elephant, if pulled in hard enough; but no woman of sense will go to the trouble of wearing one.

HERE'S only *one* corset in the world that ever DID or ever CAN reduce a stout figure with perfect comfort and absolute hygienic safety, and that is the NEMO SELF-REDUCING. All dealers KNOW that this is true; and—better than that—MOST WOMEN KNOW IT, TOO.

There's a Nemo Model for Every Figure—Stout, Slender or Medium

PROBABLY you don't understand exactly *WHY* Nemo Corsets are so comfortable—you only know that they feel better (and wear longer) than any other corset you can buy. But *there are good reasons!* Read on:

MOST Nemo special features are easy to see and recognize, but the ingenious and intelligent *shaping*—which means so much—is not so readily perceptible to the eye.

ALL the Nemo models are *anatomically perfect* in design. Bones and steels *can't* press uncomfortably upon muscles. The diaphragm is "bridged"—which means *free breathing* and no pressure on the stomach region.

ONLY an expert can SEE the little differences in design that make Nemos the most comfortable corsets in the world. But YOU can TELL—when you WEAR them.

NEARLY every woman now knows that the Nemo Self-Reducing is "the corset that never had a rival." Not even a good imitation. No need for any argument on this point.

NOT every woman yet knows that, having long ago provided for the hygienic corset-needs of *STOUT* women, we are now performing an equal service for the *SLENDER.* But it will be only a short time before the "slender" Nemos will have the same world-wide popularity as the famous Self-Reducing.

MERIT ALWAYS WINS. Nemo success has been achieved by actual merit—superior material and workmanship, correct style and unequaled durability, with exclusive hygienic features that have transformed the corset into a really *delightful* garment, which not only conforms to the edict of Fashion, but insures the utmost comfort to every wearer.

Be Correctly Fitted in a Nemo—Then Your Corset Troubles Will End

THERE'S no reason why you should buy an inferior corset when the ***BEST*** costs you no more. No reason why you should wear a corset that improves your form only at the sacrifice of comfort, when you can attain an ***ULTRA-FASHIONABLE*** figure with absolute safety and the greatest ease you have ever known.

The word "Nemo" means Improved Comfort and Style—and the best kind of ***ECONOMY.***

GO TO your own dealer and ask to be fitted in a Nemo. Accept no substitute—there's no corset "just as good." Take time to secure exactly the right model and size. Do this, and your corset-troubles will be ended.

If your dealer is unable or unwilling to give you this service, write us and give us his name, and ask us to send you our little Nemo booklet, that tells all about Nemos.

Nemo Corsets are Sold in Good Stores Everywhere——Kops Bros., Manufacturers, New York

SHORT STOUT



Nemo Self-Reducing Corset No. 523 $5.00

For short-waisted stout figures. Has the wonderful semi-elastic Lastikops Bandlet; low bust, long skirt; fine white coutil, sizes 20 to 36—$5.00.

Also, No. 522, a similar model, but higher bust and under arm, for tall stout figures—$5.00.

TALL STOUT



Nemo Self-Reducing Corset No. 320 $3.00

The best "reducing" corset at the price; for tall stout figures. Nemo Relief Straps, long skirt, medium high bust. White coutil, sizes 19 to 36—$3.00.

Also, No. 318, a similar model, but lower bust and under arm, for short-waisted stout figures—$3.00. (In States West of Colorado—$3.50.)

TALL SLENDER

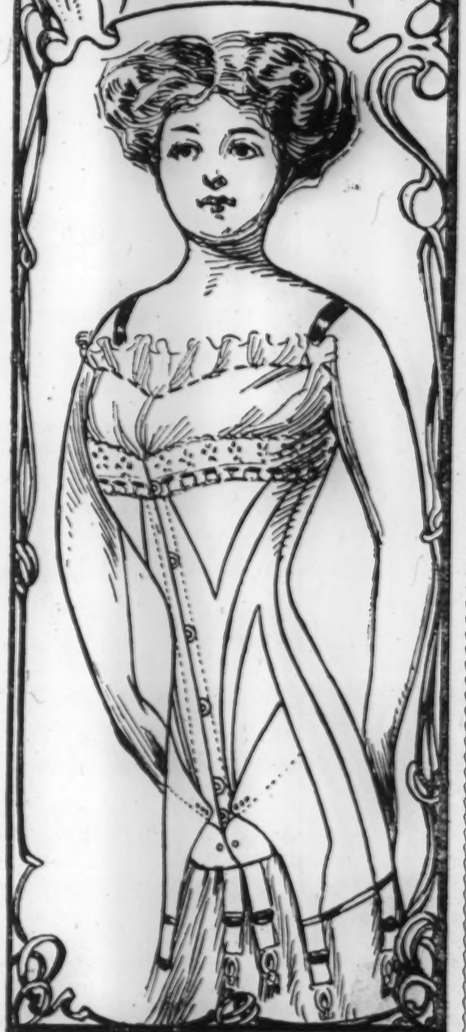


Nemo Lastikops Corset No. 330 $3.00

The very latest corset invention. Broad bands of the semi-elastic Lastikops Webbing give gentle but firm support, banish all effects of tight lacing, and produce sylph-like slenderness with greatly increased comfort and ease. Of fine white coutil, in sizes 18 to 24—$3.00.

In States West of Colorado—$3.50.

TALL STOUT



Nemo Self-Reducing Corset No. 405 $4.00

For tall and medium stout figures. Has the famous Nemo Relief Bands, which support the abdomen from underneath. Made of fine white coutil, in sizes 20 to 36—$4.00.

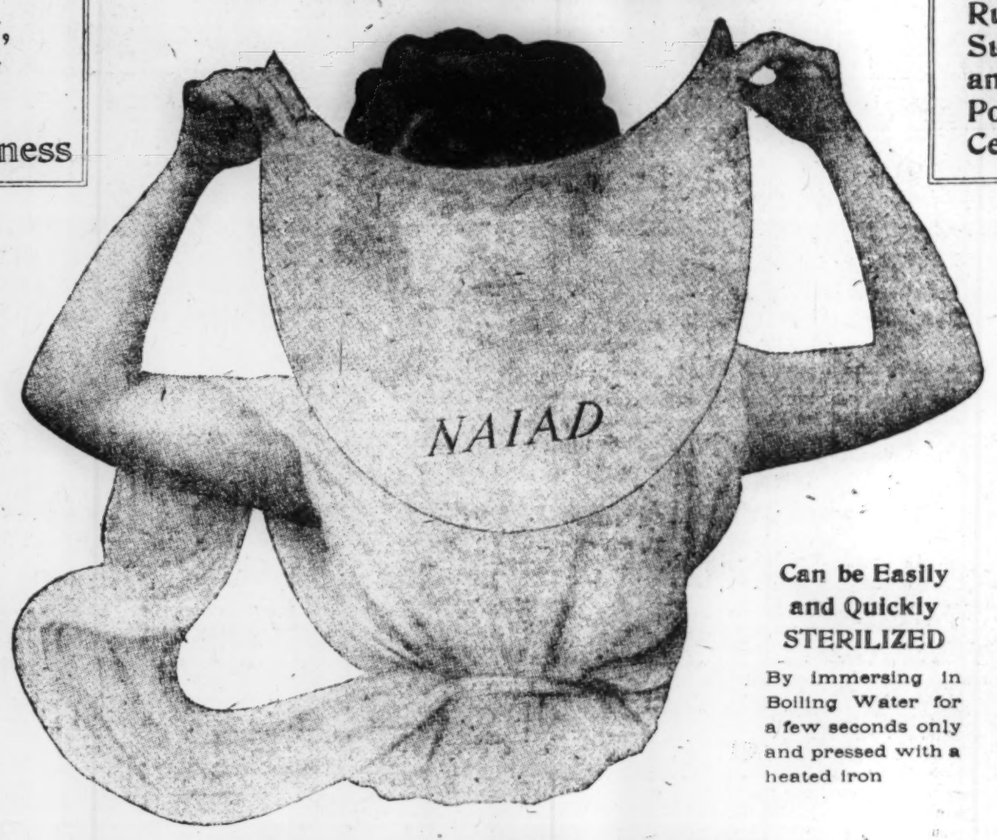
Also, No. 403, same model, but lower bust and under arm, for short-waisted stout figures—$4.00.

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LITERATURE OF TODAY

By Clarence Rook.

THE autumn publishing season is upon me as I write at a London study table which is untidy with publishers' catalogues and stacked with the autumnal harvest of print. And out of the confusion I try to get some notion of the trend of literature on this side of the Atlantic. For what a man reads is what one man thought, and generations may think after him who has got into print.

Of course the list is mainly composed of novels. Three fourths of it. Three out of four are the new novels that are not bought by the reader, but are hired from the lending library and returned into the void. An eminent publisher has just asserted that the life of the modern novel is of six weeks' duration. By a curious coincidence an equally eminent purveyor of frocks has announced that the life of a Parisian fashion in dress is six weeks. Dead dresses go with the dead novels after six weeks' life to limbo. The novel is usually an anodyne and cast aside as soon as the effect is over. Some of these novels may last. Some, Joseph Conrad I think, and H. G. Wells and possibly Jacobs of the present day novelists, may survive; Arnold Bennett is intoning upon the serious criticism of life in fiction, and "Clayhanger" is the first of a trilogy, and we are hesitating about William De Morgan. But the cautious prophet puts the novel aside, knowing only that here and there one may last, as touching some universal chord in nature, and like the wedding dress of the grandmother may be brought out again to inspire a new generation.

By the way I was reflecting once the preponderance of ephemeral stories when a genial and scholarly American, fresh from Berlin, complained that on this conservative side of the Atlantic he could not find any American books. He wanted the solid, serious ones. Europe had no truck with America. And here the three topmost books at my elbow are Professor Munsterberg's "Problems of Today," Mr. Viereck's "Confessions of a Barbarian," and "Mr. Dooley's" latest talk. Now we in England take Mr. Dooley very seriously, and regard him as the pepsined criticism of American life. Poetry? We are a nest of singing birds in England, and I remember a delightful American woman who accompanied half a dozen on a walk through country lanes where we talked, and quoted, "Why you seem to talk poetry all the time!" she said. But we sing small now. It is not the epic, but the lyric, not the fresco but the cameo. Here are large piles of little books by men and women who sing at their work, such as that of J. L. Milligan who, in the intervals of plumbing, has written some "Songs in Time's Despite," which should live.

But the real feature of the current literature is the reprint of the books that are out of copyright. Our publishers have lately realized that everybody has learned to read, but that the next thing to learn is, what to read. I am an incurable optimist in the matter of print, and am perfectly sure that when the newspapers and the novels and the penny stories are thrown away, there is stirred a curiosity in the brain from the allusions—suggestions—that arise. That is the explanation of the crowd that swarms into a shop in the London Strand on Saturday at 1 o'clock, leaving many outside pressing noses against the window. These homing clerks are not looking for lunch, but for the reprint. They do not ask for the menu, but seek the catalogue. And when they have looked over the catalogue, they get the volume and go away with it in their pocket. It is not a matter of furnishing an expensive library. It is a desire for a bite at the cheap reprint—an honest appetite for the knowledge of the past that has gone to make him. And those city clerks who buy their nips of "Temple Classics" and "Universal Libraries" and "Everyman's Libraries" are the men who have been brought up to read and have suddenly discovered that they have to catch on to the past.

The literature of today is the literature of yesterday, and the real success of the publisher is in his acceptance of the desire to catch up with the past. In my own house I have encountered the maid who has learned to read in a state-established school. She has been brought up on newspapers and cookery books and free libraries, a healthy country girl. And the rule of the house is that the books shall be free reading—only they must be returned to the shelves. I was interested in the vacancies in the shelves, and the curiosity of the housemaid. She was catching on to the past. Four volumes of Tolstoi disappeared from the shelves, for she had heard of "War and Peace." Well, here is the list of the young woman's reading. (Setting aside the novels written by the authors whom she knows by sight as visitors, on whom she probably has her criticisms to make). From a mass of all kinds she has selected George Eliot, Guy de Maupassant (in translation), Montaigne's Essays, Swinburne (suggested by a newspaper clipping which is stuck into the kitchen mirror where she is sure to see it) and as I write she is spending a quiet afternoon over Dante.

That young woman is not exceptional. She is typical of thousands who have seldom before had the chance of reading the best that has been thought and written until the publishers suddenly came to trust the public taste.

For the outstanding fact is that the habit of reading is keying up the public taste. It is stimulating curiosity about the past, and the newspaper reader who sees the allusion says to himself: "I must read that"! Knowing that the work that has stood the test of time should be worth looking at.

It is rash to prophesy. But the publishers are prophesying and putting their money down. For the season is full of books of "reminiscences" from any one who has seen, talked or met with famous people. And one may venture to predict that a century hence the sincere record of a human life and its surroundings will be alive—as alive as the "Paston Letters" or Pepy's "Diary."

Call of Progress Stirs Ireland in Modern Times

Standard of living among the people steadily improving.

Standing with reluctant feet
Where the brook and river meet
Womanhood and childhood sweet.

IRELAND seems to pause, listening. Veneration for traditions and memories of the past claim her attention, while progress calls her on. Torn by conflicting advice, entangled in political argument, seemingly in a sea of contradictions, yet Ireland is growing steadily richer, wiser and more independent, her farmers more contented and the general standard of living improving every year.

Statistics show that there are nearly 600,000 separate holdings or farms, about hadf of them being under 15 acres in size, in the 20,000,000 acres which the island covers, and quite three quarters of the population depend, in one way or another, on agriculture. Nearly 2,500,000 acres are devoted to growing grain, green and root crops; the same number to hay and 12,500,000 acres to pasture. Oats and potatoes are the crops most largely grown and the average yield is heavier in most cases than in England, Scotland or Wales. Flax is only grown in Ulster. Lately the seaboard counties in the south have found that as much as $250 per acre can be made by growing potatoes for the early market, and to be used for seed. The cattle trade is very important, there being between 4,000,000 and 5,000,000 head of cattle in the country. Shorthorns, Aberdeen Angus and Herefords are the favorites, but the little Kerry cattle, the only native breed, compare favorably, both as milkers and to fatten, with the others. Much more attention is being paid now to the milk-producing capacities of the cows, as the Irish butter trade has made such strides, the modern methods of butter making in creameries having superseded the old-fashioned and unsatisfactory methods of many of the smaller dairies.

The establishment of creameries is due largely to the energy of Sir Horace Plunkett, who devoted himself to finding out the best and most profitable way to build and manage them. Assisted by Mr. Anderson, he has lectured, instructed, and toiled till he has induced the very conservative farmer to join in the enterprise. The result is that there are about 900 cooperative societies now working, including 360 creameries. They are managed entirely on democratic lines, by the farmers themselves.

The Irish Agricultural Organization Society has done a national work, in fostering agricultural enterprise, teaching cooperation and combination. "Its principles," says the Irish Year Book, "are strictly self-help principles, and it aims at creating a brotherhood of Irishmen animated by practical loyalty to the material, economic, and social interests of the country." It has encouraged the planting of trees, fruit growing, and the culture of hemp, flax, etc., and has formed societies for the joint purchase of good seeds, manure, and farm implements; others for improvement in poultry, for the collection and marketing of eggs; for buying hives, management of bees, and sale of honey; and for the scutching and marketing of flax.

It was on account of the activities of the Irish Agricultural Organization Society that the department of agriculture was added to the government departments of the country. Sir Horace Plunkett was the first minister of agriculture for Ireland.

Other associations also have developed industry and manufactures, partly by advocating the application of the Irish trademark to all goods made in the country and partly by judicious advertising. The industrial movement has been directed and fostered by people who have done it for the sake of their poorer neighbors: Donegal and Naas, carpets; Lucan, Waterford and Kilkenny, tweeds; Carrickmacross, Limerick and Borris, lace, are all proofs of the wish to bring prosperity to the peasant. The houses built by Lady Desart for the Kilkenny Woodworkers, an industrial community with Captain Cuffe at its head, forms a model village which is of great practical interest, as some thousands of new cottages have been promised by the government, besides the 60,000 which have already been built for the housing of the laborers.

Old age pensions have lifted a load of care and have made those helped very important members of their families. These benefits have been granted from the national treasury, so that the taxpayers of England, Scotland and Wales all feel that they have an interest in the circumstances of their Irish neighbors.

Prosperity has been increased enormously by the wave of temperance which has swept over the land, as is proved by the diminution of 3,000,000 gallons in the whiskey consumed last year. There is said to be a steadily growing dislike to intemperance among all classes. It has been helped by the "Anti-treating League" started in Wexford a few years ago and by the popular "catch-my-pal" movement, which originated in Armagh.

The women of Ireland have banded together in a crusade against dirt, stuffy houses and bad food, which has opened the way to happier and more comfortable conditions.

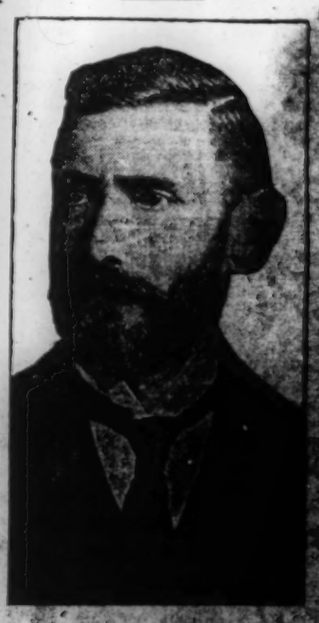
Ireland is full of beautiful and interesting places, from the Giant's Causeway on the north coast—a relic of the prehistoric time when Ireland and Scotland were joined—to the lovely bays and cliffs of Clare and Kerry.

There are also many cherished proofs of the artistic talent of early times, such as Holycross Abbey and the buildings on the Rock of Cashel, and the Duke of Leinster's castle in the county of Kildare, which has been inhabited by the Fitzgerald family for 700 years.

The national love for beauty is being shown in the present day, by the gardens which abound, specially in the milder climate of the southern counties. Flowers are to be seen everywhere, from the tiny plot of the laborer's cottage to the walled-in garden of the great houses. Nowhere can a more beautiful garden be seen than at Mt. Usher, county Wicklow, where Messrs. Walpole Brothers of Suffolk street, Dublin, have converted a wild glen into a vista of color, changing with the seasons. Every foot of ground is clothed with plants collected by them from many countries, tropical and alpine, and grouped so as to make the most of the characteristics of each variety.



REAPING A BARLEY FIELD IN CARLOW, IRELAND.
This picture shows the method employed in garnering grain from the small farms of this locality.



(Photo by Lafayette, Dublin.)
SIR HORACE PLUNKETT.
First minister of agriculture for Ireland who organized the cooperative creamery movement.



(Photo by Lafayette, Dublin.)
CAPTAIN THE HON. OTWAY CUFFE.
Head of the industrial community known as "Kilkenny Workers," a model village in Ireland.

REPORT OPPOSES FLAT ROADS.

LONDON—Flat roads, as opposed to those of convex section, are recommended in the English Board of Trade Traffic Report as tending to minimize the splashing of pavements with mud.

FABRICS MADE IN EARLY AGES.

More than 3000 years ago, as tiles and marbles from Nineveh show, splendid fabrics were being produced for the adornment of the palaces of the kings of Assyria, says the San Francisco Argonaut.

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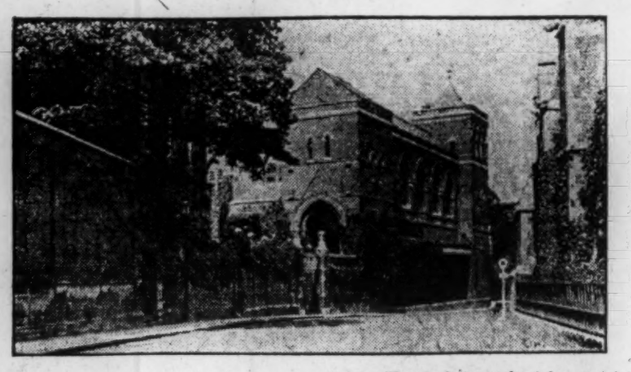
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Glimpses of a Boy's Life As Lived at Harrow School, England

Famous institution founded in 1571 by John Lyon, who obtained a charter from Queen Elizabeth, has many characteristics.





(From photographs taken specially for The Christian Science Monitor.)

VIEWS OF THE SPEECH ROOM AND THE CRICKET GROUNDS AT HARROW SCHOOL.

At the left is the building where speaking contests for prizes are held; at the right is the spacious field where the game of cricket is played preparatory to competitions with other schools.

LONDON—It is not easy to write of a boy's life at Harrow because no two boys have the same experiences, and also because every year there is some slight difference in the atmosphere of any large public school. But when all is said and done, there are certain institutions which remain unchanged—certain familiar landwarks such as "Bill" and "Ducker" which will be recognized by old Harrovians all the world over, and which will bring the past before them more vividly than the events of yesterday, for a Harrow boy never forgets his school.

Harrow school was founded in 1571 by John Lyon, who obtained the charter from Queen Elizabeth. Today the school contains about 600 boys between the ages of 12 and 18, most of whom live in boarding houses kept by the various masters. There are no dormitories at Harrow; nearly every boy has a tiny room to himself, with a bed that folds up against the wall by day, like the berths in some trains. At 10 p.m. all the lights are supposed to be out; occasionally the house-master goes round to see that this has been done, and it seems as though his reputation with the boys for ever after depends on whether he creeps upstairs and listens at their doors before making a raid, or whether he stamps up and down and bangs about to let them know when he is coming.

"Bill" is held in the school yard which surrounds the old buildings on the west and south, and consists in the calling-over of the boy's names on half-holidays to make sure they are not out of bounds. Each boy passes in single file before the master and answers to his name. As this call-over takes place at 4 p. m. the cricket was always interrupted for a considerable time while the whole school plodded up to the hill to answer to their names, until Mr. Bowen invented a system, called "cricket Bill," by which the boys stood in a row along the fence of the cricket field and the names were reeled off in less than a minute.

The dress of Harrow is peculiar. Boys below the fifth form wear Eton jackets; in or above that form they wear ordinary evening tailcoats no matter how undersized a boy may be, but en revanche a very tall boy is allowed to wear "charity" tails before he reaches the fifth form. All the boys wear black ties. In the summer a short blue flannel coat may be worn instead of the tail coat. At cricket only the boys in the school eleven wear white flannels; these have a white flannel coat with brass buttons, and crossed arrows on the pockets; they also wear a black-and-white speckled straw hat, not only in the cricket season but all the year round. The usual Harrow hat is a white straw, very wide in the brim and so narrow in the crown that it can only be kept on the head by means of a tight elastic band across the back. A Harrow boy takes off his hat with a scoop from behind so as to free himself, and one can often tell a Hanoverian by the sharp ridge of hair which sometimes stands on end for years afterwards.

Harrow boys have a language of their own, unintelligible to the uninitiated. They cut off their last syllables and substitute the letters "er"; thus, football becomes "footer," speech room is reduced to "speecher," and so on. This is a habit which they never outgrow.

A Harrow boy has no manners.

When a boy has been three years in the same house he becomes invested with certain privileges called "priv," which place him above a sixth form boy who has not been in one house for the same length of time. The "three yearers," as they are called, wear stick-up collars, go into hall with their hats on and their books under their arms, read their letters in the hall, wear white waistcoats on Sundays in summer, and keep their trousers turned up in the house after lock-up. The origin of this system is veiled in mystery, but like many another equally absurd custom, it is so deeply rooted in the minds of those whom it benefits that it seems impossible to eradicate.

The great event of the year is the annual match which is played against Eton at Lord's cricket ground in London. The Eton-Harrow match was played in 1805, when Lord Byron played for Harrow and made 7 and 2 when Harrow was defeated.

It has been said (by a Harrovian) that Eton's style at cricket is prettier, but Harrow's is the better in every other way; however the victories seem fairly evenly divided. Although Eton has a much larger number of boys to choose from, Harrow has no river to draw them away from the cricket field. Harrow has also had the undoubted advantage of excellent coaching from certain English gentlemen such as old Lord Bessborough, the Walkers and Robert Grimston (all old Harrovians), who have given much time and care to training the boys not only in cricket, but also in honesty, manliness and courage.

Beside one of the school cricket grounds stands a grove of young trees, the result of an interesting custom started in 1879 which allows any boy who makes 50 runs in a school match—runs which have been run, not boundary hits—to plant a tree that bears his name ever afterwards. In 1901 there were about 60 of these young trees; no doubt there are many more today.

"Ducker" is the Harrovian for "duck-puddle," which is a large artificial swimming bath surrounded by trees, where the boys spend long, happy summer afternoons, with a hot bun wrapped in a bathtowel.

The two great festivals of the school year are speech day, which is usually held the first Thursday in July, and Founder's day, which enerally falls on the second Thursday in October. Speech day dates back from 1772; on it the annual prizes are given away in the speech room, and speeches, etc., are delivered by the boys before a large audience of relatives, friends and other visitors, among whom several celebrities are generally to be found. When the speeches are over, the head of the school stands outside at the top of the steps and calls out the name of each distinguished guest as he appears, whereupon all the boys who are gathered on the steps and pavement below cheer lustily. The applause is unanimous and impartial, as the noise of the cheering entirely drowns the voice of the head boy, so that none of those assembled below ever know whether they are doing honor to Field Marshal Earl Roberts, V. C., or to Mr. Jones of Upper Tooting.

On Founder's day the old Harrovians visit the school and two football matches are played between the first and second elevens of the school, and two elevens composed of old Harrovians. They also gather together and sing the old school songs, all of which helps to revive past memories and thus secure the links which time and absence might otherwise loosen. These songs are among the most remarkable product of Harrow, and perhaps the best history of Harrow is the school song book. Harrow has been singularly fortunate in possessing a master as capable of interpreting the annals of the school from prehistoric ages down to the present time as Edward Bowen, and two such musicians as John Farmer and Eaton Faning, to carry out the no less important work of wedding appropriate music to the words, and of instilling the spirit of both into the boys of various succeeding generations. Every side of the school life has been dealt with in these songs. Cricket is represented in "Willow the King"; Euclid in a song of the same name; "Here, Sir" describes "Bill," or the names-calling, while "Ducker" speaks for itself. On speech day, the new boy with the best voice always has to sing the solo of a pathetic song with a sad little tune, describing the trials and troubles of his first term at Harrow:

"Five hundred faces, and all so strange!
Life in front of me—home behind.
I felt like a waif before the wind
Tossed on an ocean of shock and change."

Then the chorus of old boys comes in encouragingly:

"Yet the time may come, as the years go by,
When your heart will thrill
At the thought of the Hill,
And the day when you came so strange and shy."

But it must not be supposed that all Harrow songs are sad or sentimental—those are the exceptions. The greater part of the book is composed of bright and cheerful songs with spirited words and swinging choruses. One of the most attractive is the ballad which describes how John Lyon obtained the charter from good Queen Bess, and how he was snubbed for his long-winded pedantry by the plain-speaking virgin:

Queen Elizabeth sat one day,
Watching her mariners rich and gay,
And there were the Tillbury guns at play,
And there was the bold sea rover;
Up comes Lyon so brisk and free,
Makes his bow, and he says, says he,
"Gracious Queen of the land and sea
From Tilbury fort to Dover—"

"Marry, come up," says good Queen Bess,
"Draw it shorter and prose it less,
Speeches are things we chiefly bless
When once we have got them over:
Spencer carries you well along,
And the Swan of Avon is rich in song—
Still, we have sometimes found them long,
I and the bold sea rover!"

Lyon, nothing daunted tried a simpler style of address:

"So may it please you, good Queen B.,
Give me a charter, firm and free;
For there is Harrow and this is me,
And that is the bold sea rover!"

Which found such favor with the Queen that she not only granted the charter on the spot, but also appointed Lyon headmaster.

"By my halidome, I propose
You be teacher of verse and prose—
(What's a halidome, no one knows,
Even the bold sea rover!)."

Further contingencies were swept aside in the royal Tudor fashion:

"And if anyone comes and makes a fuss,
Send the radical off to us,
And I will tell him I choose it thus,
And so will the bold sea rover!"

The song about Byron and Peel (both Harrovians) shows how any boy who takes a line of his own is always looked down upon by the unthinking majority, and exposes the futility of trying to make genius run in grooves:

Byron lay, lazily lay,
Hid from lesson and game away,
Dreaming poetry all alone,
Up-a-top of the Peachey stone.
All in a fury enters Drury,
Sets him grammar and Virgil due;
Poets shouldn't have, shouldn't have,
shouldn't have,
Poets shouldn't have work to do.

Peel stood, steadily stood,
Just by the name in the carven wood,
Reading rapidly, all at ease,
Pages out of Demosthenes,
"Where has he got to? Tell him not to!"
All the scholars who hear him cry,
"That's the lesson for, lesson for, lesson for,
That's the lesson for next July!"

And contemporary opinion can be gauged by the despairing question of their "cricketing comrades":

"Will they ever be, ever be, ever be,
Will they ever be boys like us?"

The house-singing, which takes place every fortnight, and the school concerts at the end of each term all help to promote the feeling of friendliness between masters and boys, and strengthens the enthusiasm for the school which no true Harrovian ever entirely loses.

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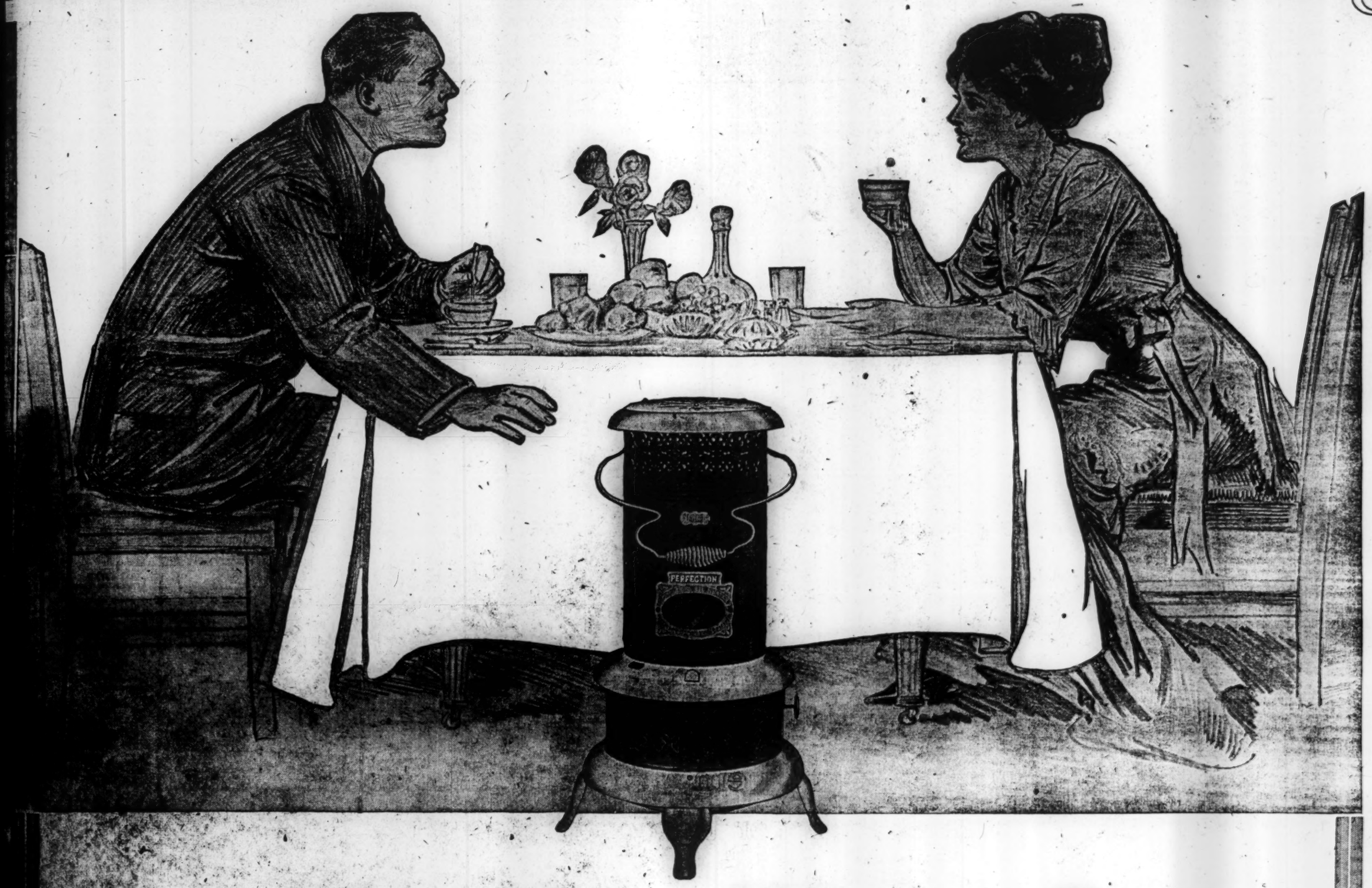
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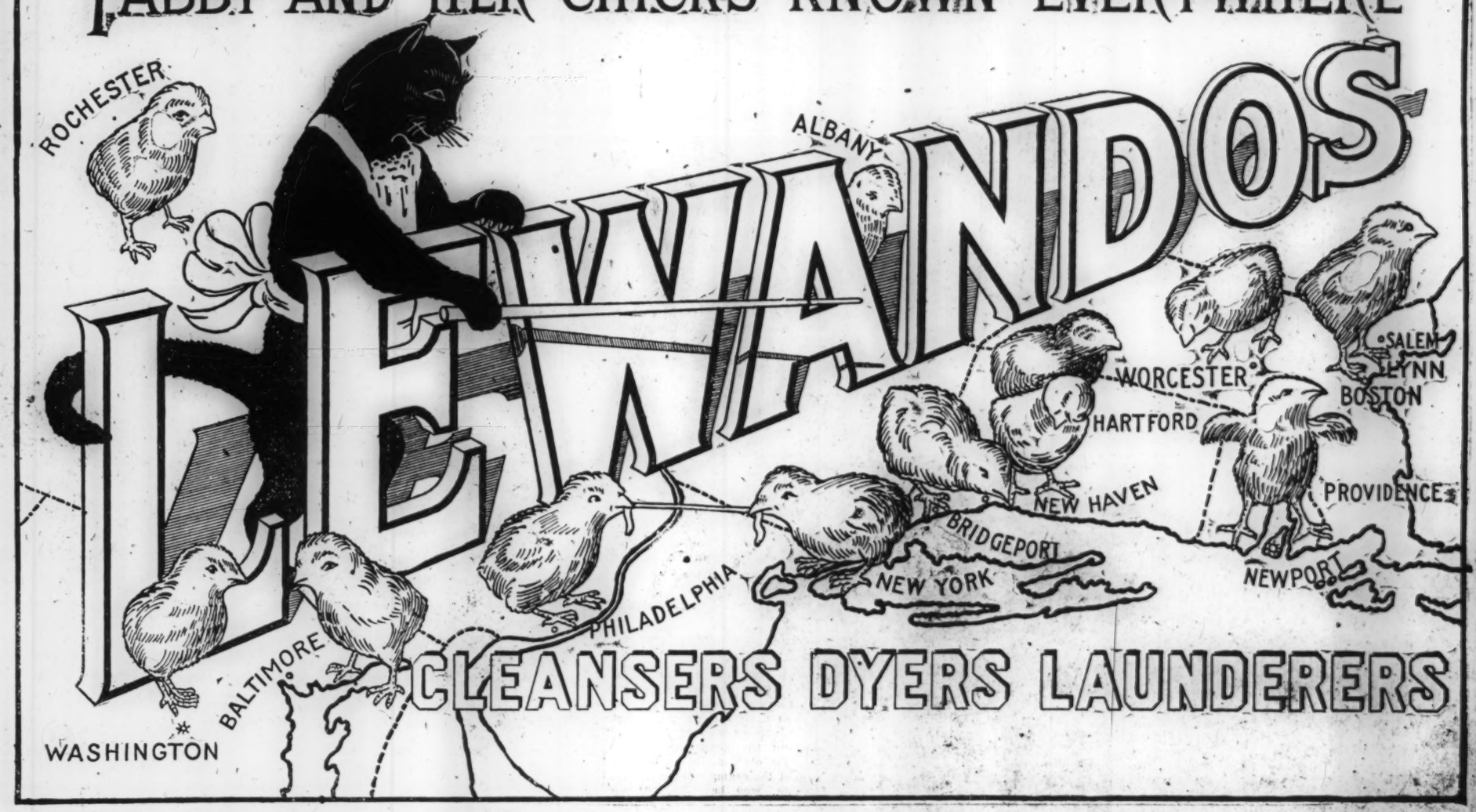
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Germany Is Forging Ahead in Many Ways

Great industrial and commercial activity follows long reign of peace brought about by attitude of Emperor toward war.

BERLIN—German home politics, it has been frequently said, are the dullest and most abstruse in the world. Certainly at the present time they are little short of chaotic, and a clear view will only be obtained after the next general elections.

Notwithstanding the energy of the leaders of many parties, the masses of the people, with the sole exception of the Social Democrats, are indifferent to politics, and the average voter of the working classes not unfrequently follows the course his employers expect him to take. The great battle is now between the Agrarian Conservatives and the Social Democrats, the two extreme parties. The Liberals and Radicals have split up latterly into divisions that weaken what would be a mighty power if united and endeavors to renew the famous "Buelow Bloc" appear futile.

There is no doubt that the Socialists are increasing throughout the country by leaps and bounds. The German Socialists stand alone, cooperating with no party, and their demands are the most extreme possible.

The position of the imperial chancellor, Herr von Bethmann-Holweg, is not a bed of roses. He is more of a scholar and philosopher than statesman, and his recent appointment of ministers known to favor strongly the Conservative-Catholic factions has caused the National Liberals to repudiate him utterly. Those who abused Prince Buelow most heartily when the reins of government were in his hands would hardly now object to see him return to office—a remote contingency, certainly, but one which nevertheless must be reckoned with.

Regarding Germany's foreign political situation there is little need to say that the outlook is pacific all around. The Emperor is a man of peace. He knows Germany has nothing to gain by war. He has no intention of jeopardizing his country's high commercial standing and her continuous development by involving himself in serious differences with other nations. The triple alliance never stood on a firmer basis than at present, and Germany's relations toward England and America have, if anything, improved of late. Those who remember Germany in the days of the first and second Emperors remember also the words so generally uttered: "When Prince Wilhelm comes to the throne there will be war." After several years of the peaceful rule of Wilhelm II. the same persons predicted: "When Bismarck goes there will be war." The iron chancellor went, the Emperor preferring undivided sway, and still peace prevailed, at times under serious provocation. Twenty-two years have passed since the present Emperor ascended the throne of Prussia, and the outlook is more peaceful than ever. The late British ambassador, Sir Frank Lascelles, once said on this question:

"If people would judge the Emperor by his deeds instead of trying to misinterpret his words, they would never doubt his pacific intentions."

Thanks to the long reign of peace Germany has had time to develop commercially, both at home and abroad, and to look after her own poor as perhaps no other country does. In the matter of compulsory insurance under the control of the state she is certainly well ahead of other nations. The problem of the unemployed is demanding much attention and is being grappled with successfully. There is a considerable lessening of the number of men out of work through no fault of their own this year, due as much to the various organizations as to the improvement in trade. The Central Labor Exchange in Berlin, which is doing splendid work, receives an annual subsidy of $13,750 from the municipality, and has special cheap rates allowed by the imperial state railways for men and women who are leaving the capital to obtain work at a distance. Notwithstanding strikes and the upward tendency of meat and food prices, trade, generally speaking, is better than it was last year, and the prospects are, impartially considered, hopeful in most branches. The building trade, which a couple of years ago was almost at a standstill in consequence of the bricklayers' strike, has very greatly improved in all its branches, while the textile industries, which have been in a bad condition for a long time, have taken an upward turn. The coal trade, too, is very much better than it was last year.

Regarding the great industries of the country there is, of course, no doubt as to the strides Germany has made of late years and is continuing to make. Concerning foreign trade statistics we speak with authority. Ten years ago the total exports amounted to $893,975,000 and the imports to $1,103,550,000. At the present time both figures may be doubled, rather over than under. Germany's success has not been brought about by chance or by her sources of wealth, but by thrift, hard work, and systematic organization. The prices of food, more particularly of meat, of which so much is said at present, are actually not higher on an average than the prices of other countries. The cost of living in Germany was 20 years ago perhaps less than any other country, but it could not in the nature of things remain so. With the country's remarkable development prices have kept pace, and wages have risen in proportion. The meat prices have increased a third during the last 10 years and have been rising steadily of late. Appeals have repeatedly been made to the Reichstag to open the frontiers to foreign cattle, hitherto, however, unsuccessfully, and the "meat question" is becoming acute. The butchers' guilds of the city of Breslau have just sent a petition to the Emperor direct begging his assistance.



(Photograph by Spooner & Co., London.)
A STREET-SCENE ON UNTER DEN LINDEN, BERLIN.
The most magnificent and most widely noted thoroughfare in the German capital. The style of architecture shown in the picture is typical of the street, which is lined with palaces.

With the advent of the twentieth century German women have entered upon a new era. Their emancipation has been long in coming. It is not many years since the average German woman had no ambition to be aught else but a very excellent housekeeper, in which trend of thought she was certainly not discouraged by her husband. She has now learnt that it is quite possible not to neglect her home and yet have other interests. Single women were formerly in Germany the unhappiest of their sisterhood; looked upon as "old maids" at 25, they were forced to consider they had failed in their mission. Notwithstanding a good education, they were able to take no active part in the world's doings, all the professions being closed to them, and life had virtually little charm. The twentieth century has changed all that; the average German woman is now a happy and capable member of the community, while the admirable school education the state has compelled her to take stands her in good stead.

The universities have opened their doors to women, some of them, it is true, grudgingly. Berlin, owning some exceptionally broad-minded professors, was one of the first, and 20 women took their doctor's degree there last year; Jena, classical and conservative, was last. Medicine and philosophy are the favorite professions, law has fewer adherents, and theology is studied by women, not to enter the ministry, but for teaching purposes.

Women of late are showing their skill in business. There are nearly 1,500,000 in business for themselves, formerly a thing neither permitted nor desired. Organization plays as conspicuous a part in woman's active life as in man's nowadays. There are over 1,000,000 women in Germany organized in some manner. Politics are followed with interest only by those desirous of aiding the spread of the navy and the colonies (the Woman's Navy and Colonial leagues, the former of which is recognized as a power in the country), who are strictly conservative, and the ever-increasing number of women socialists. "Votes for Women" is the demand of the latter, but the attainment of their desires is in the very remote future. Among the callings taken up by women of recent years is that of gardening; after a one or two years' course an examination follows, and a good position on a country estate is not unfrequently obtained. For nursing a state certificate is required, even for private nurses, in fact state control is exercised over almost all the higher and lower professions in some form or other, perhaps not to their disadvantage.

The old saying "every man a soldier" does not hold good any longer. The German regular army being something like 1,000,000 in number, and able to augment in time of war to five times that amount, is resting, so to say, on its strength. The form of examining every youth of 20 for active service still continues, but no longer is every sound youth taken. The country has found the expense of keeping up conscription so stupendous that at the present day many recruits, it is said almost a third, are let off under any slight pretext, to their joy or disappointment as the case may be. Germany's enthusiasm for her army is now abating, but the newly acquired navy is running it very close. The Kaiser's words, "Our future lies on the water," have found an echo everywhere, and the vast sums demanded for the augmenting of the navy are paid by the nation now with willingness, or rather with less repugnance than are other taxes, the almost universal wish predominating to see Germany one of the mightiest of maritime powers. That the massing of armaments is solely intended for the purpose of keeping the peace and for the protection of the country's interests abroad has been said in good earnest so often by authoritative persons that to doubt would be foolishness.

The aerial fleet of Germany, which in August consisted of 15 tried dirigibles, is being rapidly augmented. The disasters to the colossal air-cruisers, the Zeppelins, have not discouraged either the Kaiser or the veteran engineer count, and as soon as one is dismantled or even destroyed another is reconstructed or rebuilt.



(Photo by Bieber, Berlin.)
KAISER WILHELM.

Concerning aviation Germany is behind the other nations. This is no fault of the aviators themselves, but due to the lack of interest on behalf of the government and authorities generally. The prizes offered are so small that great discontent prevails among the airmen, while the rules and restrictions with which they are surrounded are proving insupportable. The German aviators look with longing eyes on conditions prevailing in England, France and America.

A gradual change has come over Protestant Germany of late in the matter of religion. In the days of the first Emperor little or no attention was paid to religious duties of any kind; the churches were empty, the position of the clergy, the few court chaplains perhaps excepted, was an inferior one, and the people were frankly materialists. When the present Emperor came to the throne he recognized the advantages to the masses in the observation of the Sabbath, and set the example himself, while the Empress, who had been strictly brought up in the orthodox Lutheran faith, devoted her energies to the building of churches and making propaganda for them.

For many years the extremes have prevailed in Germany: Narrow orthodoxy, and so-called "scientific" atheism, a la Haeckel. Liberal Christianity was entirely lacking. This condition of things is rapidly altering, and the recent world congress of religious progress proved the awakening of the Germans to a sense of their deficiencies. In a letter from Pastor Franck, appearing in one of the largest Berlin daily papers lately, were the words: "Present conditions cannot remain. The churches as they are do not satisfy the longings of the people. Compulsory dogma and external form hinder the realization of those longings." And these words may be said to be finding an echo throughout the country.

Public Gardens of Jamaica

By H. L. McAllister.



KING STREET, KINGSTON, JAMAICA—JUBILEE MARKET.
Kingston, near which are located the largest public gardens of Jamaica, is the most important city in West Indies.

THE first botanic garden in the island of Jamaica was located at Bath in the parish of St. Thomas the apostle, about 10 miles distant from the present town of Bowden on the easterly coast. In the latter half of the eighteenth century Bath was a fashionable watering place for the aristocracy of Jamaica and, in fact, attracting even Europeans to the quaint little village of St. Thomas. So important was the parish in the early years of English occupation that a stop at Bath was included in the Governor's official tour of the island.

A short but interesting account of this popular resort and its then flourishing garden is found in Lady Nugent's diary, "Jamaica One Hundred Years Ago." Lord Nugent was Lieutenant-Governor and commander-in-chief of Jamaica from 1801 until 1806. His wife, Lady Nugent (Maria Skinner, daughter of Courtlandt Skinner of Perth Amboy, N. J.) was the first native of the United States to preside over Kings house in Jamaica. It is said that the first experiment in the cultivation of mangoes in the West Indies took place at Bath, and of the many varieties planted the particular tree marked "No. 11" was the one which bore the choicest and most luscious fruit, so that ever since then the favorite mango has been known as "No. 11."

Today the largest public gardens of the island are located near Kingston, within easy reach of the city by trolley, carriage or automobile. Kings House Gardens, four miles from Kingston, contain about 200 acres, of which 30 acres is laid out as ornamental grounds attached to the Governor's official residence. The general arrangement is not unlike the Arnold Arboretum in the Metropolitan Parkway near Boston, though the collection of trees, flowering plants and orchids all bespeak their tropical origin. At Hope Gardens two miles beyond Kings house, also in the line of the main electric road from Kingston, there is an agricultural experiment station, with large nurseries containing almost every specie of plant life known to tropical latitudes.

Castleton Gardens, 19 miles from Kingston on the road to Annotta bay, are the most picturesque of all the public reservations in Jamaica, for here in the heart of the mountains nestled in a valley through which flows the lovely Agua Alta Bahia (commonly known as Wag Water river) is a complete and artistic aggregation of native and foreign decorative trees, palms, plants and shrubs.

In Kingston proper there is a small but attractive pleasure park known as Parade Garden situated at the upper end of King street. On the west side of the square is Jubilee market so called because it was opened in 1887 at the time of the jubilee celebration in honor of the late Queen Victoria. Parish church, a historic structure, is near the main entrance and several fine statues adorn the outer enclosure. The park, formerly a parade for the government troops, contains about 10 acres, and is laid out with handsome shade trees and other ornamental greenery. The public gardens of the island are directly under the supervision of the department of agriculture, which is doing an important work throughout the entire British West Indies.



American Employers bring thousands of Undesirable Immigrants into this country every year.

They pay the immigrants' way and show them how to dodge the law. Congress has been investigating this very matter. Congress has been investigating for some time. Congress has spent a pot of money investigating. One member of the Congressional investigating committee is also a big importer of immigrants. So Congress will probably continue to investigate. That's the simplest way to keep the public quiet. Mary Grace Quackenbos explains the source of immigration in Pearson's Magazine now on sale. She shows exactly how American employers and steamship and railroad agents are bringing thousands from southern Europe. That's the kernel of the thing. Investigation is not needed. Here are the facts. Action is the word. As usual if there is to be action it's up to you. Here's the information and there is nothing more important for you to know. Hundreds of thousands of annual "new citizens" mean a lot to this country.

In the same issue of this magazine an article explains the rising price of fur; it appears that in a few years only kings and queens can afford to wear fur garments. Another article shows how American ship owners demand a ship subsidy on one hand and on the other demand laws which absolutely defeat the probability of an efficient American merchant marine. The virtue or fallacy of pasteurized milk is the text of another article—a most illuminating study of this very important subject. How the street boys of New York are being saved to good citizenship by one man is another story. The Magazine includes three other articles of interest and entertainment, and for entertainment pure and simple there are

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Manager

Channel Islanders Are an Example of Home Rule

In modern times the islands are veritable hives of industry, each having a distinctive work.

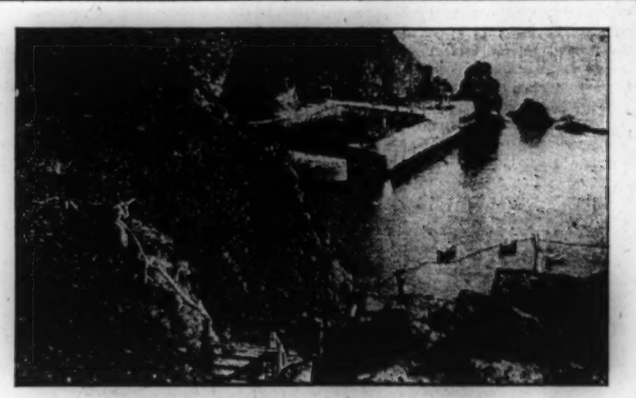
LONDON—The Channel islands are rich in historical interest, and the manner in which the islanders have arrived at the present state of home rule will repay study. The geographies, as a rule, do not give much information about the islands. That Jersey, Guernsey, Alderney and Sark compose the group is about all the average person knows. Even this much is not complete, because Herm and Jethou should be added.

Yet most people have heard of a "jersey" or a "guernsey," meaning by this a tight-fitting knitted woolen smock. And who has not heard of the far-famed cattle noted for their beauty and milk-giving qualities—the fawn-colored Jerseys and the bright brown and white Guernseys and Alderneys? Hundreds of prize cattle are shipped annually to the various farms of England, the United States and Canada. The Alderney is identical with the Guernsey breed.

Again, it will be remembered that Victor Hugo sojourned for years in Guernsey while exiled from France. People from all parts of the world eagerly visit Hauteville house and ascend to the room where the poet wrote "The Toilers of the Sea" and other works. The visitors, too, like to gaze from his window and see in the distance the France which Hugo loved so much.

A glance at the map of France shows the islands nestling between those two great arms of the republic, Normandy and Brittany, and the question naturally arises as to why the islands form part of the British empire and not of the sister nation. Originally forming part of the ancient duchy of Normandy there are good reasons to believe that many of the hardy islanders accompanied Duke William on his memorable descent on English shores, and it is certain that the islands shared in the advantages of belonging to the Conqueror and thereby reaping the harvest of benefits he conferred upon his followers.

As time rolled on and one part of France after another was lost to the English crown the Channel islands remained, on the whole, loyal, although there is evidence to show occasional strong leanings toward the continental power. Even up to the time of Elizabeth they were still under the nominal ecclesiastical control of the Bishop of Coutances. Gradually, however, in the melting pot of the middle ages, rebellion against this control grew till the yoke was finally thrown off and the islands were attached to the see of Winchester. But Normandy still leaves her mark on the islands, French remains the official language of the courts, and the Norman "patois" is still the tongue of the countryman. Budding lawyers study and take their degree at the University of Caen in order to become competent to interpret Norman law. French money is also accepted as well as British.



CREUX HARBOR, SARK, CHANNEL ISLANDS.
Known as the smallest harbor in the United Kingdom. Entrance to the interior is through a tunnel.

In time communication with France diminished and England became the protecting power. Nowadays a steamer reaches English shores in four hours, but in early days communication was slow and tedious. This is the chief reason why the islanders were left much to themselves and English monarchs conferred powers of self-government which were valued and cherished. In 1629 the English government despatched Lord Danby on a mission to fortify the islands, and the Rev. Dr. Heylin, a member of the mission, wrote an interesting report. After describing how it took three days to reach Jersey from Portsmouth the reporter proceeds:

"Four only are inhabited, and those reduced only unto two governments; Jarsey an entire province, as it were, within itself, but that of Guernzey having the other two of Alderney and Serke dependant on it. Hence it is that in our histories, and in our acts of Parliament, we have mention only of Jarsey and Guernzey. . . . The people of them all live in libera custodia, in a kind of free subjection, not any way acquainted with taxes, in so much that when the Parliaments of England contribute toward the occasion of their princes, there is always a proviso in the act, 'That this grant . . . extend not to charge the inhabitants of Jarsey and Guernzey, or in any of them,' etc. These privileges and immunities (together with divers others), seconded of late dayes with the more powerful band of religion, have been a principall occasion of that constancy, wherewith they have persisted faithfully in their allegiance, and disclaimed even the very name and thought of France; for howsoever the language they speak is French, and that in their originall, they either were of Normandy or Britagne, yet they can with no patience endure to be accounted French, but call themselves by the names of English Normans, so much doth liberty, or at the worst a gentle yoak, prevail upon the mind and fancy of the people."

In 1787 John Wesley arrived in the islands after a stormy passage of three days. He and his preachers seem to have been received very badly, but so well did the brave men rouse the dormant better thoughts of the islanders that in a few decades half the populations became "non-conformist." Another event which contributed much in the formation of a solid character was the inrush of refugees from France during the trying times of persecution and bigotry in that country. The islands became "cities of refuge."

Coming to modern times we find the islands veritable hives of industry, each having distinctive work. Jersey grows early potatoes in enormous quantities for English markets, and is a busy agricultural place. Guernsey grows tomatoes, grapes, melons, etc., under glass, the country being studded with large glass houses, some exceeding 300 feet in length. These houses are never allowed to be idle, most are steam heated, and when not occupied with the main crop are utilized to raise early peas, potatoes, and choice flowers. Besides this growing industry and cattle raising, Guernsey exports annually thousands of shiploads of hard blue granite. Alderney likewise exports granite and raises cattle. Sark is the gem of the Channel islands and attracts the artist and the tourist by its magnificent coast scenery. All the islands have become favorite holiday resorts, the friendly rivalry between Jersey and Guernsey giving rise to keen competition. Every summer the splendid mail boats are crowded with trippers, and the summer lodging house keepers are kept busy attending to their visitors' needs.



SHIPPING GUERNSEY CATTLE TO AMERICA.
This breed and the famed Jerseys have brought wide notice to the Channel islands, where raising them is a principal industry.

The population of the islands at the last census was in round numbers: Jersey 60,000, size 11¾x6½ miles; Guernsey 40,000, size 9½x5 miles; Alderney 2000, size 4x1½ miles; Sark 500, size 3½x1 miles; Herm 25, size 1½x1 miles; Jethou 3, size ½x¼ mile.

The form of government in each island is similar in most respects, therefore let us describe Guernsey. This island is divided into 10 parishes, each governed, in minor matters, by a parish council called a "douzaine," the members of which are elected by the ratepayers. The judicial body is composed of the bailiff (chief magistrate), who is appointed by the crown, and 12 jurats (magistrates) elected for life by the states of election. This latter body is summoned whenever a vacancy occurs on the bench and is composed of the bailiff as president, the jurats, rectors, crown officers, members of the various "douzaines," and the people's deputies. The legislative body, called the "States of Deliberation," enact the laws which the judiciary carries out. This body is composed of the bailiff as president, the jurats, rectors, crown officers, a delegate from each "douzaine," and the nine people's deputies (elected direct by the ratepayers for a three years' term). The states of Jersey hold regular sessions, but the states of Guernsey are summoned whenever sufficient business accumulates, probably about once a month. The business is first considered privately by the various "estates" and the delegates of the "douzaines" are instructed how to vote. The measure having been agreed to does not become law till it receives the sanction of the King in privy council. Every islander has the right of appeal to the council, and so the rights of the minority are well protected.

With the turmoil of English politics the islanders have nothing to do. Certainly the imperial government has the right to include the Channel islands in any imperial act, but this is only done for international or other important purposes, and even then the act must be registered on the insular records before it operates.

In conclusion, the Channel islander is a sturdy independent character. If slow, he is determined, and when he does take his stand he courageously faces opposition. Witness the time of Cromwell, when Jersey stood for Charles and Guernsey stood equally bravely for Cromwell. Looking back on his history the islander reviews a long line of achievements for which he has reason to be proud. In the wars between England and France he helped his King in notable fashion. In the more peaceful work of evangelization he has a brilliant list of men whose deeds he holds in affectionate remembrance. He has given brave admirals to the British navy and his islands are the resort of distinguished army men, who have returned crowned with laurels. Many of his sons are helping to advance civilization in the Indian empire and untold numbers are today scattered over the United States, Canada, Africa, Australia and wherever the British flag waves.

Egypt of Today Less Known Than Egypt of Pharaohs

Visitors delve into ancient history of the land instead of studying modern conditions and tendencies of the people.

CAIRO, Egypt—Comparatively speaking, Egypt of today is less known than Egypt of the Pharaohs. This is especially true of Egypt as known to the tourist and winter visitor, for if they study at all the land of their sojourn, usually it is its ancient history and monuments that attract them. Ancient Egypt is the easier problem. What can be known about it, can be known with a considerable degree of exactitude. Buildings, monuments, pictures and even inscriptions tell their tale to all who study them carefully with comparatively little variation. In addition to the ordinary difficulties found in studying a living organism, there are others due to the strong contrasts presented in every aspect of modern Egypt. Let us consider this last point more fully and see how difficult it is, in the case of this country, to "strike an average," whatever phase of the question—soil, population or trade—be under considera-

Physically, Egypt consists of a river and its delta, the adjoining land watered by the river and vast stretches of desert to east and west of the cultivated land, there being about 10 times as much desert as cultivated area. The cultivated land is very rich, yielding in many cases three crops a year and being worth as much as $750 an acre, while desert land may be bought for practically nothing. If cultivated land only be reckoned, Egypt is far more densely populated than any country in Europe, the total area being about 12,000 square miles and the population—assuming the same rate of increase since 1907 as was found in the 10 years before that year—being nearly as 12,000,000, or 1000 to the square mile. If the surrounding desert within the boundaries of Egypt be included, the density of population is only about 80 to the square mile.

Most of the people, that is the "fellaheen" or peasants, are very poor, while many of the well-to-do are very rich. The "fellaheen" probably form about 75 per cent. of the population, the inhabitants of towns being included in the remaining 25 per cent. The "fellah" is the original Egyptian, very little changed in his looks, ways and dress from his forefather who worked for Pharaoh. Certainly he is familiar with steam engines, railways and telegraphs, but these things have not changed his way of thinking, they are phenomena which he takes on his experience without any attempt at rearrangement of his ideas. The rich Egyptian is ultra-European in dress, house, furniture and equipage. He has very likely been partly educated in Europe, but in his ways of dealing with his neighbors and dependents he, too, probably differs little from his ances-

The individual Egyptian is a bundle of opposites. Kindly and gentle in his normal state, he becomes absolutely unreasoning when his passions are roused. Common street sight is a group surrounding two disputants, both so engrossed as to be unconscious of all but the quarrel. Such a scene is unfortunately not rare in English-speaking countries, where the bystanders usually play a worse part than in Egypt. The Egyptian crowd, knowing to what lengths blind rage may carry them, do their best to separate and calm the antagonists, unless perhaps some party, racial or religious question is involved, in which case they may take sides.

His kindness to children is often the one feature in his character which redeems it from wholesale condemnation in the minds of many of those of the present ruling race who have much to do with the Egyptian, for he has the faults usually attached to subject races. The so-called law of heredity is a bar to his progress. One of the views put forth under this law is that an individual represents in the course of his life the history of his race. This view is held by more than one scientist engaged in studying the ethnology of Egypt and is supported by the curious fact, generally admitted, that the Egyptian is at his best intellectually between the ages of say 10 and 15, and this period of his life may be taken as corresponding to the Pharaonic period in the history of his race. One often sees a boy of 12 showing a grown man how to do something a little out of the usual routine. An English lady was scolding her Egyptian gardener for some stupid mistake when the gardener's small boy said, "Don't be angry with him. If you want anything special done, just tell me and I'll see that it is done."

Several technical schools are now in operation, but it is too soon yet to see how long the effect of the training lasts. Very good work is being done by the boys, special care being taken to teach them accuracy in all that they do, lack of this quality being conspicuous in almost every Egyptian workman.

Perhaps the most trying failing of the Egyptian—and one found in all subject races—is his disregard for truth in speech, due largely to his desire only to say what he thinks his interlocutor will like to hear. This last trait greatly increases the difficulty of dealing with problems the satisfactory solving of which requires the collection of accurate statistics which must be supplied in part by the native farmers. One such problem in particular is being discussed all over Egypt at the present time, namely how to find means to increase the yield of cotton per acre, which has seriously diminished in recent years, and to maintain its quality.

Although Egypt is so largely an agricultural country—62 per cent of the population over 10 years of age is engaged in agriculture—there is no department of the government concerned directly with agricultural questions. Investigation of the many important matters which affect the welfare of the soil or crops is placed in the hands, sometimes of the survey department, sometimes of the irrigation department, but in neither department are there any experts in agriculture. There is indeed the Khedivial Agricultural Society, which has many practical agriculturists among its members and several scientific men on its staff. This society has done much useful work. It has conducted experiments and made investigations which have thrown much light on the cotton problem. It has introduced fertilizers and distributed pure seed, and every alternate year it holds an agricultural show on its own grounds at Cairo which draws visitors from all parts of Egypt, and calls attention to modern machinery and methods. Last year this society appointed a commission whose report is a very valuable contribution to the question of the cultivation of cotton. Being, however, a private society, its influence rarely extends beyond its more enlightened members. The warnings uttered by this society and by individuals of experience regarding grave defects in the agricultural system of the country, met with no response from the government until last year, when the poor cotton crop and consequent distress compelled official attention to the subject.

Every one knows that Egypt exports cotton, but it is perhaps not so well known that cotton provides about 93 per cent of the total value of Egyptian exports. The three chief crops in Egypt are cotton, dhoura (a kind of maize) and wheat, the acreage under these three crops being approximately the same. The last two crops are, however, practically entirely consumed in the country, and thus cotton occupies a position of paramount importance. During the last 15 years the weight of cotton produced per acre has steadily decreased. From 1895 to 1899 the amount was 546 pounds, from 1900 to 1904, 468 pounds, and from 1905 to 1909, only 409 pounds. And not only has the yield per acre diminished but the quality of the cotton has also suffered some deterioration. It should be stated that the figures given above must not be regarded as exact, since it is only recently that the area under cotton has been accurately determined. The state domains, which have estates under government management, show a still more marked decrease in the yield per acre over the same period.



THE OLD MOSQUE AT CAIRO.
Architectural wonders of the Nile valley have a great hold on the tourist.

At the beginning of this year, the government appointed an influential commission to inquire into the causes of the falling off in the cotton crop in 1909 and to recommend measures to prevent a recurrence of this loss. This commission met in May and June and presented its report with commendable promptitude. The results of the deliberations are given in 25 recommendations, of which no less than 12 indicate lines of further investigation necessary. Five others advise certain palliative measures to be taken pending investigation, and the remainder deal with the necessity of better drainage in the irrigation system and the establishment of a "service d'agriculture," including training schools, experimental stations and an advisory committee, and finally with the appointment of a commission to study the problem during 1910, pending the formation of a department of agriculture.

While the report deplores the absence of scientific data on which to base its conclusions and the apathy and indifference of many of the landowners from whom information was sought, nevertheless two things stand out clearly: first, the immediate necessity for a department of agriculture, and second, the equally urgent necessity for improving the drainage side of the irrigation system.

The commission found it impossible, on account of the lack of accurate data, to classify the various causes of the deficient crop of cotton in order of importance, but they regard the water-logging of the soil due to over-irrigation and insufficient drainage as an undoubted evil calling for immediate action. Sir William Willcocks, a very high authority on irrigation, has spoken and written strongly to the same effect. Other causes of the falling off are parasites of various kinds, impoverishment of the soil by too frequent cropping, insufficient fertilizing and impurity of seed.

The first named cause is of sufficient general interest to justify further reference. The various works on the Nile—the Assouan dam and the Assiout, Esneh and Delta barrages—have year by year increased the amount of water available for perennial irrigation, and by making the water level of supply more constant have made it easy for the farmer to put too much water on his land. From 1884 to 1902, the water level of supply gradually rose till at the latter date it was 16 feet higher than formerly. When the "fellah" had to raise all the water for his land by some mechanical device, usually worked by hand, over-watering was less likely to occur. But as the supply level rose, more and more land came under direct or gravitation irrigation, and the available supply grew in excess of the requirements for a considerable portion of the year. Drainage did not receive sufficient attention, with the result that in many places the water-level in the soil comes too near the surface at a critical time in the development of the plant. The existing drains will have to be improved, many new ones made, and in the northern part of the Delta large pumping plants will be necessary to raise the drainage water into the sea, as the level of the land is too low to permit of natural drainage.

With regard to the other urgent recommendation of the commission, it is generally supposed that a department of agriculture will be created, probably under the ministry of public works, which includes the irrigation department. Logically, there should be a minister of agriculture with a department of irrigation, for it is the agriculturist who must first decide how much water he requires at various seasons, and the irrigation engineer then designs and executes the necessary works to produce the desired result. This plan is probably too great a change from the established order of things to be contemplated at the present time. The main cause for congratulation is that there will shortly be established a government department which will have charge of the chief industry of the country. As a first step, the final recommendation of the cotton commission has been adopted by the government, a permanent commission having been appointed which has already commenced its deliberations.

It has been said that "Egypt requires only two things, water and justice." Each of these good things, however, requires scientific knowledge for its proper application. The cotton commission has indicated clearly enough that this knowledge has been lacking as regards the water, and it is probable that the justice would be better administered and more palatable if the British official had a more thorough and scientific knowledge of the native race. Some degree of sympathy and understanding, uniting ruler and ruled, is an essential element in good government, and an element which is not very evident as between the British inspector and the Egyptian farmer. It is well worth cultivating, for to "know all is to forgive all," and friendly study of the people will lead to a friendly feeling towards them. Agriculture is good common ground to meet on, and it may be hoped that the new department will help toward a better understanding and further justify the occupation.



A BEDOUIN GIRL.
She represents a type that is a common sight to the tourist in Egypt.

Announcement No. 3

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CHICAGO

The Pattern That Makes Good--CLOTHES

MAY MANTON

Their Reliability and Correctness of Fit Explained

IT is not possible to make a reliable seam allowance on a pattern that is to be sold to the million. The correct allowance for seams is largely dependent upon the texture of the material. Firm, closely woven fabrics require only a small allowance while those of flimsy, loose texture that fray readily must have a large allowance made for seams.

Hence it goes without saying that no pattern can be made with a seam allowance that is adapted to every kind of material. The same pattern frequently will be used in one case for fabric of the most closely woven sort, in another for a fabric that is loosely woven and ravels at a touch. No one seam allowance can be correct for both.

The simplest part of dressmaking is the determining the width of seam required, after the pattern is laid on the goods. The most intricate and difficult is the preservation of the perfect outline. The May Manton patterns do not pretend to allow for seams. They provide a correct basting line. They preserve the perfect contour of the pattern.

They are scientificially cut to fit the properly proportioned figure (that is, the figure that conforms to the standard proportions of the form, as determined by the average measurements of the women of America).

Patterns making a seam allowance inevitably lose the true basting line. The edge of every May Manton pattern gives that line. To cut beyond it, as material requires, is a simple matter.

While deprecating the custom, all too prevalent, of making odious comparisons with the products of competitors, the May Manton Pattern Co., who honestly believe in the excellence of May Manton's designs, the absolute accuracy of her models, and the consequent reliability of the patterns cut therefrom, feel warranted in explaining wherein they excel and emphatically claiming for them a superiority over all those that profess to allow for seams (an impossibility under the circumstances and therefore misleading).

The seam allowance on patterns, although a palpable fallacy, has nevertheless been used effectively, with Home Dressmakers, as an argument to deter them from trying the May Manton patterns. Another talking point that, with some, has had considerable potency as a restraining influence, is the price at which they are sold, it being argued that a first class pattern cannot be manufactured to sell at 10 cents. The answer to this is: The actual cost of the best pattern manufactured is no greater than the actual cost of the poorest pattern produced. The tissue paper used is practically the same in all. The cost of labor should be the same.

The value of a pattern is determined in the Designing and Model Departments. The expense of the maintenance of these departments had to be added to the cost of the patterns. Any pattern concern that has an outlet for a million patterns per month or over can well afford to sell them for 10 cents each, while one that may not be able to dispose of more than a hundred thousand may not find it so profitable to sell theirs at even 15 cents.

In the latter case (supposing the Designing and Model departments of both cost the same to maintain) exactly ten times the pro rata amount for this item of expense would have to be added to the cost of each pattern.

Is it not, therefore, a fair presumption that the pattern that enjoys the enormous patronage that permits of its profitable sale at 10c has MERIT THAT SHOULD BE CONSIDERED and POINTS OF EXCELLENCE THAT SHOULD NOT BE OVERLOOKED.

The May Manton Pattern Co. would like to have all the lady readers of THE CHRISTIAN SCIENCE MONITOR made thoroughly conversant with the May Manton Styles and Patterns. To that end they have arranged to offer Dressmaking-at-Home for one year at one half its regular subscription price to those who will use the order below.

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Adventure

Published by
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Thanksgiving Number

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, NOVEMBER 23, 1910.

Section Three

Pennsylvania Spending Millions to Purify Water

OHIO CENSUS SHIFT MOVES METROPOLIS ACROSS THE STATE

Advance of Cleveland to Position Ahead of Cincinnati Furnishes an Interesting Topic of the Day.

FACTORIES BIG AID

CLEVELAND—Ohio contains two cities which in years gone by vigorously strove to earn and hold the title of metropolis of the state. Within the last two decades the former metropolis, Cincinnati, has continued to hold its own so far as increase of population is concerned, but today the absorbing topic of conversation is the fact that Cleveland, its conquering rival has swept by the southern city, indicating that the future American city is to be a manufacturing center rather than a distributing agency.

Ohioans in this and other states look with pride on the self-evident truth that although the supremacy as to population may have shifted from the Ohio valley to the northern section of the state, yet the commercial position of the state as a whole is undisturbed. Rather is it strengthened. Cincinnati has shown a creditable growth and will continue to hold its commanding place as metropolis of the southern section, while Cleveland, its friendly competitor of the north, bids all the larger cities of the entire middle West look to their laurels.

For many years Cincinnati has been the banking and supply station for the great contiguous territory known as the Ohio valley. During the recent exposition of industrial products held at Cincinnati exhibits from the extreme South, from communities under the very walls of St. Louis, from the smoke-laden neighborhood of Pittsburg, from Cleveland and even New York amply paid tribute to Cincinnati as a distributing city.

True, some of the products on exhibition there were not labeled with the name of the community in which they were produced, but were part of the composite products assembled or offered for sale in the river market. It must not be inferred that nothing is made in Cincinnati. Hundreds of factories create utilities that find their way into the buying communities of the Ohio valley and the southern states, but there are only a few industrial organizations whose products have a world-wide sales department. Cincinnati is one of the principal meeting places of northern salesmen and southern buyers. Therein lies its power and at the same time its weakness when the increasing population is the standard by which judgment is passed. In 1900 the census accredited the river city with 325,902 and in 1910 with 364,463 inhabitants—a growth of 11.2 per cent.

With one or two exceptions hardly a city south of the state capital, Columbus, which is near the central part of the state, has made any greater growth, while most of the cities, including Columbus, north of the central part of the state have gone ahead with leaps and bounds. They are manufacturing cities.

Cincinnati residents might set up the claim that Cleveland owes its growth to the advantages of being on Lake Erie. But Canton, which has only fair railroad connections and no water transportation near at hand, easily disproves such a contention. In 1900 Canton was a thriving city of 30,667 while today it has a population of 50,217, a growth of 63.7 per cent. Akron, 10 years ago, had 42,728 inhabitants. Almost 70,000 persons make that city their home today.

Let us examine the products of Cleveland, not because it made a record with a 46.9 per cent increase in population during the 10 years between the last two census enumerations and has 560,663 inhabitants, exclusive of its suburbs, but to find out what influence manufactures have upon population. With a very few exceptions Cleveland produces every article of commerce which has contributed to the growth of the cities of the northern part of Ohio.

One of the leading steel and iron products of Cleveland is a hoisting and conveying machine which is sold to every country in the world. This must be followed by the parts of machinery made in hundreds of local factories. Few stoves are made in Cleveland, but thousands of stove parts are turned out by its factories. Locomotives have never been manufactured in the city, but hardly a

(Continued on Page Two, Col. Seven.)

HARRISBURG, Pa. — Seventy-two municipal water purification plants are in operation in Pennsylvania. As many of these plants supply more than one community, it may be safely estimated that at least 150 cities and towns in this state are provided with water that has been cleansed by mechanical processes of the impurities common to the public streams from which the supplies are of necessity drawn.

The magnitude of this economic achievement is emphasized by the fact that the bulk of it has been accomplished within the past half dozen years. The cost has run high into the millions. Philadelphia alone has expended $27,500,000 for this purpose, Pittsburg $4,900,000 and other communities in proportion.

The natural demand for pure water for domestic as well as industrial purposes has been encouraged and directed into effective channels by the wise administration of state laws enacted for this purpose, the result being that not only municipalities which operate their own water supply systems but many private water companies also have added modern filtration plants to their equipments. In fact, 53 of the 72 plants are owned by corporations which supply municipalities with water, the remaining 19 purification plants being connected with water systems owned directly by 12 cities and towns.

Philadelphia makes claim to the greatest filtration system in the world, its five purification plants having an aggregate daily capacity of 350,000,000 gallons and delivering filtered water to a million and a half of people in 236,000 separate homes at an average rate of 200 gallons per day per capita.

The five Philadelphia plants are known as the Lower Roxborough, with a daily capacity of 12,000,000 gallons; Upper Roxborough, 20,000,000 gallons; Belmont, 40,000,000 gallons; Torresdale, 220,000,000 gallons, and Queen Lane, 75,000,000. Construction was begun in 1901, and the last of the five, Queen Lane, is just being completed. One of the most notable features of the Philadelphia system is what is known as the Torresdale conduit, which is two and one half miles long, 10 feet and seven inches in diameter and lies at an average depth of 120 feet below the surface of the ground. It conveys filtered water from the Torresdale filters to the Lardner's Point pumping station. The total cost of this tunnel was $1,400,000.

What is known as the slow sand system is used in the Philadelphia filters, as in a number of others throughout the state. The filter beds are vast underground chambers constructed wholly of concrete, only the ventilators being visible from above ground. Large perforated pipes are lain in trenches in the floors of the filtering chambers, with branches to the various sections. Around these collector pipes pebbles from two to three inches in diameter are laid to a height of six inches above the floor. Over these is laid a four-inch layer of gravel from five eighths of an inch to one and three fourth inches in size. Above this are additional layers, three, two and one inches deep and of proportionately diminishing sizes of gravel. The entire gravel bed is 16 inches deep. On top of the gravel is placed a three-foot layer of sand.

Raw water, relieved of some of its accumulations of mud by preliminary filtration, is first admitted to a filtration chamber only to a depth of four or five inches above the sand. It stands thus until a "schmutzdecke" or mud scum has formed on the surface of the sand layer. This assists materially in the process of filtration. Then the water is allowed to flow in to a depth of several feet, passing out of the filter chamber through the sand and gravel, by which means it is cleansed.

A filter bed is good for operation from 20 to 80 days, according to the turbidity of the raw water. The mud and other impurities left in the sand, however, eventually reduce its cleansing efficiency to such a degree that each filter bed must in turn be put out of service temporarily while the upper layer of sand is taken out, washed and replaced. Tests of the water flowing from each filter bed are made from time to time, so as to determine when the sand needs to be cleaned. The average run is about 32 days.

Attached to each filter plant is a filtered water basin with a watertight covering. The basin at Lower Roxborough has a capacity of 3,000,000 gallons; that at Upper Roxborough, 8,000,000 gallons; Belmont, 16,500,000 gallons; Torresdale, 50,000,000 gallons; Queen Lane, 50,000,000. Water for the Torresdale filters is drawn from the Delaware river. The other plants draw from the Schuylkill river, which in the days before filtration was the source of the entire supply for the city.

Pittsburg's filtration plant is located on the shore of the Allegheny river, whence its supply is drawn. It includes a low lift pumping station, preliminary sedimentation basins, filters, filtered water reservoir and connecting conduits. The sedimentation basins cover 27 acres and have a capacity of 120,000,000 gallons. There are 46 filters, each an acre in size. The filtered water reservoir extends over six acres and holds 50,000,000 gallons of water. The works have a capacity of 105,000,000 gallons daily.

An interesting feature of the Pittsburg plant is the sand cleaning system, which is entirely mechanical. When the sand in a filter bed becomes clogged with dirt, a sand scraping machine is driven across it on tracks, and a horizontal spiral screw cuts into the sand to the desired depth, drawing the dirty sand into the center of the machine, where it is picked up by a bucket elevator and dropped into a sand ejector, whence a heavy stream of water carries it to the sand washer. When the washing is completed the dirt and excess water pass off through a drain and the clean sand is conveyed by water through a system of pipes to some other filter which is out of service and waiting to be resanded. This latter process is accomplished by a sand restoring machine, operating on the same track as the sand scraping machine. The sand and water fall into a large tank, the water is forced out by a motor driven centrifugal pump, and the sand is lifted out of the tank by means of a flight conveyor and delivered to a large spiral screw, which distributes it smoothly and evenly and to the desired depth.

The Harrisburg filter plant, built in 1905, is situated on an island in the middle of the Susquehanna river, whence its supply is obtained. Twelve mechanical filter units have a capacity of 12,000,000 gallons and supply the city and immediate vicinity, a population of 100,000.

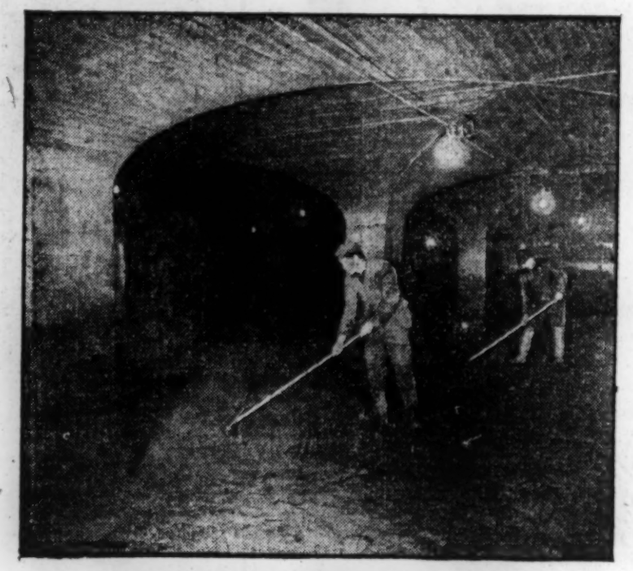
McKeesport has a filter plant of six mechanical units, installed in 1908, with a capacity of 6,000,000 gallons and supplying 50,000 people. The water is drawn partly from the Youghiogheny river and partly from artesian wells. Lancaster filters the water of Conestoga creek with a plant of 15 semi-slow sand filter units installed in 1906. Fifty thousand people use this water.

Other cities and towns owning and operating water filter plants are Danville, Franklin, Media, Reading, Ridgway, Steelton and North East. The city of York gets its supply from the York Water Company which sells filtered water to 70,000 people. The supply is taken from Codorus creek and delivered through 12 mechanical filter units having a capacity of 12,000,000 gallons. The Wilkinsburg filter plant is owned by the Pennsylvania Water Company and supplies the city of Wilkinsburg and vicinity, 70,000 people in all. There are eight mechanical filters with a capacity of 10,000,000 gallons.

Other cities having water filter plants owned and operated by private corporations are Apollo, Bristol, Butler, Carlisle, Columbia, Connellsville, Chester, Clarion, Cambridge, Danville, Dauphin, Ernest, East Vale, Elizabeth, Freeport, Gettysburg, Holmesburg, Huntingdon, Hummelstown, Indiana, Iselin, Jonestown, Kittanning, Media, Tarentum, Vandergrift, Wilkes Barre, Washington, Waynesburg, West Reading, Warren.



QUEEN LANE FILTER PLANT, PHILADELPHIA, NOW NEARING COMPLETION.
This is a two-story structure 1056x709 feet and will have a daily filter capacity of 75,000,000 gallons. It is built in one section of the Queen Lane reservoir.



LEVELING THE SAND IN A FILTER CHAMBER.
Here is shown the last process before the water is let in and the plant put into operation.

EFFICIENT METHODS REDUCE PAYROLLS OF NEW YORK CITY

Bureau of Municipal Research Shows in Pamphlet How Departments Have Secured Better Results After Dismissing Many of the Employees.

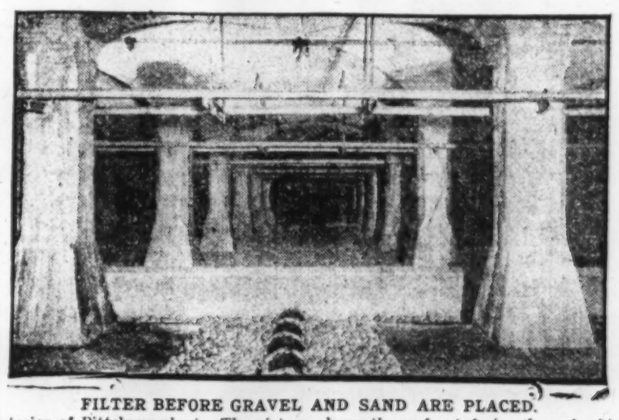
NEW YORK—Right on the heels of Comptroller Prendergast's proof that New York city payrolls are higher than in 1909, the bureau of municipal research distributed through subway news-stands proof that it is easy to reduce payrolls by efficient methods.

Efficient methods are illustrated by two stories. When the new comptroller measured the work done by individual clerks he found it possible to drop nine of 23 men instead of adding 30, as he was told was necessary. When he compared work done by privately employed bookkeepers with work done by bookkeepers in the comptroller's office he found, for example, that Herman A. Metz, manufacturer, got done by his bookkeepers five times as much work in a day as did Herman A. Metz comptroller.

The bureau's pamphlet is entitled "Municipal Reform Through Revision of Business Methods." It is for those who want to know what changes of method are in progress and how citizens may learn what efforts are being made to redeem campaign pledges of less money, more work and better work. It says payroll waste can be stopped only by time-sheets and service records which tell what is done, but that time-sheets and service records are of no use unless used. Lengthening the day from four to five helps no one if employees loaf the extra hour, i. e., unless one sixth more work is done for the same money or the same work for one sixth less money.

Under such headings as licensing brigandage and paying tribute, the pamphlet argues that "a blackmailing government is always a preyed upon government." The story is told of a corporation head who protested against the corporation inspector graft. When invited to testify before the commissioners of accounts he refused. When asked what he would do if subpoenaed, he replied: "Perjure myself like a gentleman." Yet when President McAneny dismissed 74 corporation inspectors who were blackmailers, not inspectors, and substituted seven engineers to inspect, the corporations objected that two engineers would be enough.

In spite of the payroll increases, phenomenal progress is claimed by the bureau. Of 100 advance steps enumerated in 1909 that were necessary, the mayor and comptroller have already taken or had well begun 90 besides a large number not mentioned in 1909.



FILTER BEFORE GRAVEL AND SAND ARE PLACED.
Interior of Pittsburg plant. The picture shows the perforated pipe through which the filter purified water flows.

MINNESOTA CAMPUS EXTENSION BEGINS A NEW UNIVERSITY ERA

Development at Minneapolis School, Now Actually Under Way, Is First Step in Years of Building.

PRESIDENT RETIRES

MINNEAPOLIS—Extension of the campus of the University of Minnesota begins coincident with the preparation for retirement by Dr. Cyrus Northrop, who for 26 years has been president of the institution. This extension means something more than merely the purchase of enough land to more than double the acreage. It is the beginning of a building plan to continue for years.

Preparatory to the initiation of the campus extension competitive plans were called for from architects to outline the general arrangement and grouping of the proposed buildings of the completed university of 50 years hence, as well as the landscape. To Cass Gilbert, architect of the capitol of Minnesota, and other monumental buildings of the country, fell the award. Mr. Gilbert's plan did not include detail design of the separate buildings, or of the landscaping to make the proper setting for the new structures. Within a short time Edwin H. Hewitt of Minneapolis has been selected to supervise the general execution of the Gilbert plans.

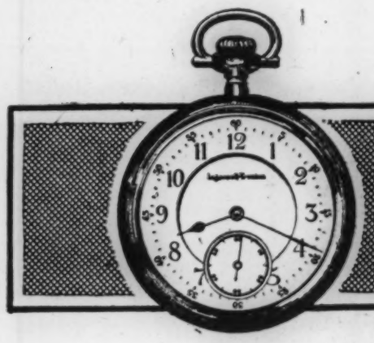


(Photo by Luxton, Minneapolis.)
DR. CYRUS NORTHROP.
University of Minnesota president who retires after 26 years service.

The new campus of the University of Minnesota is situated on high ground overlooking the Mississippi river, just below St. Anthony Falls, and extends along the river bank for several thousand feet merging into the park system of the city. Construction has begun of a high dam two miles or more below, at the mouth of Minnehaha creek. When completed an immense lake will be created by this dam, lapping the campus shore and, while adding to the beauty of the landscape, will provide the place for university rowing races.

The general proposal for the new part of the campus, which is to form the nucleus for the extended institution, is for a mall leading from the main academic building standing in the center toward the river bank bluff, and below the bluff an artistic landscape arrangement to the water's edge, with a boathouse on the lake. The new buildings are to be grouped on either side of the mall, making an imposing line of structures which in perspective is ended by the main building. Railway and trolley tracks which now cross the land bought by the regents are to be sunk from sight so that the campus will be one grand expanse. With the dormitories for women and for men and the academic and science departments retained on the old portion of the campus the main entrance to the university will be always from University avenue, as now,

(Continued on Page Two, Column Four.)



For a Man's Christmas



Is there anything that so delights a man's heart as a fine watch — one that permits him to speak the time with authority? It is dainty and beautiful, as a gift should be, and besides is his most personal and useful possession. For years he carries it wherever he goes.
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Use of Water Power a Big Question in Virginia

Attention of capitalists directed to numerous streams that cross state.

RICHMOND, Va.—As in many other sections of the country, the present development of water powers in Virginia, compared to the possibilities, is yet in its infancy. With all the awakening interest which is being manifested in Virginia in the various lines of industry; agriculture, mining, manufacture and commerce, probably no single line of enterprise now in the period of construction exceeds, in amount of investment, and certainly in the importance of its effect on the future industry of the state, that of exploiting the gigantic energy which is now and for unknown centuries has been, going to waste, in the gradual descent of the "little drops of water" from mountain, height and plateau, through fertile valleys and rocky chasms, to the level of the sea.

If we look into the future with its decreasing supply of coal, and recognize that there must and always will be sufficient power to meet all needs, we are led to give attention to the supply which has always been on hand, cheaper than coal, in the form of water power. It is, by modern methods of transmitting power electrically, being made to serve all lines of industry. Its use for lighting heating and driving machinery, adapts it, not only to manufacturing, mining and transportation, but also to agriculture, although the last application lies principally in the future.

Virginia is abundantly blessed with water power. Her entire western section is occupied by the Alleghany and Blue Ridge mountains, in which originate the streams, which, crossing the state in their search for the ocean grow to majestic rivers, with many ideal locations for hydraulic plants.

The James river, with a length of 335 miles, and draining an area of 9700 square miles, all of which lies within the boundaries of the state, has a fall of 706 feet between the Blue Ridge mountains and Richmond. Numerous small dams develop only a small fraction of its possibilities, the principal use being at Richmond, where with a head of 90 feet at the highest level 15,000 horsepower is generated, of which 10,000 horse-power is developed electrically by the Virginia Railway & Power Company. The balance is produced at 12 other locations, varying in amounts from 100 to 1200 horse-power. The total possible development of power at Richmond, if centralized, and used at the most advantageous point, would be from 20,000 to 22,000 horse-power

The greatest hydraulic enterprise, so far undertaken in Virginia, is that of the New River Power Company, incorporated to construct water-power electrical plants on New river, in four or more separate developments, with a total of 45,000 horsepower. The cost of the complete plant will be $6,000,000. The principal officers are New York and Baltimore men, and, presumably, most of the capital is also from the North. The idea is to have transmission lines and sub-stations for delivering electricity to cities, towns and mines in southwest Virginia between Roanoke and Bristol; to Bluefield, W. Va., and Mt. Airy, N. C. New river is situated in the southern end of the valley of Virginia and draining it, flows northwesterly into West Virginia, emptying into the Ohio river at Point Pleasant.

The next most pretentious development is located at Fredericksburg on the Rappahannock river. The fall at this plant is 70 feet, giving a minimum of 30,000 horsepower and an average of 40,000 horsepower. The cost of this plant, including land and buildings, will be near $2,000,000. The buildings and equipment already installed have cost $200,000 and develop 16,500 horsepower. This entire establishment is owned exclusively by Frank Gould.

Another, but a smaller plant, has just been completed at Fredricksburg, producing 1000 horsepower. It is of interest to note that an old dam was located here, which, with its ancient waterwheel, was used during the revolutionary war to grind meal for the use of the continental army.

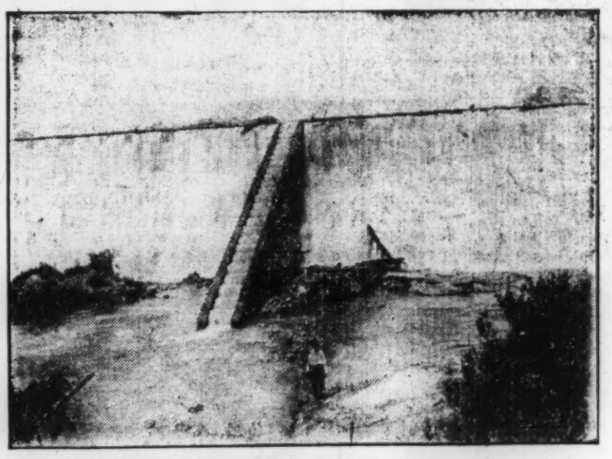
The highest single dam in the state has just been completed at Emporia, between Richmond and Petersburg, on the Meherrin river. This dam has a height of 30 feet and the reservoir is seven miles in length. It generates 4000 horsepower.

The Virginia Railway & Power Company, of which the controlling stockholders are Miss Helen Gould and Frank Gould, has acquired rights on the Appomattox river, near Petersburg, and propose to build a hydraulic plant with a head of 50 feet, the reservoir to be 30 miles in length. The minimum development will be 10,000 horsepower.

A waterpower plant on the Dan river at Danville yields 4000 horsepower.

The Potomac river, originating in the extreme northern part of the state by the junction of two streams, and forming the boundary between Maryland and Virginia throughout its entire length, could for this reason give only one half of its power to each, but with its total fall of 245 feet, of which 90 feet are at one point, Great Falls, and with its good rock foundations for dams and favorable banks, an immense amount of power could be produced. At present its development is small.

Thus there is, either in actual operation, or projected, 119,000 horsepower developed, or to be developed, in the seven largest plants, at a cost exceeding $10,000,000, and these amounts of power and cost are considerably increased by the numerous small plants, scattered throughout the state on rivers already mentioned, as well as on smaller streams.



THE HIGHEST DAM IN THE STATE OF VIRGINIA.
Picture shows structure at Emporia on Meherrin river with fish ladder. It is thirty feet high.

PEOPLE IN TURKEY TOTAL 25,000,000

The total population of Turkey is estimated by the Frankfurter Zeitung to be 25,000,000, divided as follows: Rumelia 6,500,000, Anatolia 17,500,000, and Africa 1,000,000. One half the population of Rumelia is Mohammedan. Turks are in the majority in Anatolia, with the Albanians in almost equal number, and the Greeks numbering 1,000,000.

MINNESOTA STARTS NEW UNIVERSITY ERA

(Continued from Page One.)

through the iron grill memorial fence erected to the memory of Gov. John S. Pillsbury, benefactor of the university in early days.

In the extension of the main building, or academic hall, facing the mall will be a large circular space, paved in mosaic. To the left is to be an immense museum and to the right the new library.

On the right, extending to the main avenue crossing the new "upper" campus will be four chemistry buildings of uniform design and back of this group will be the biological group of three buildings. On the left will be an administration building and three engineering buildings. Back of the engineering buildings will be the department's shops and laboratories.

On the river side of the main avenue across the campus is the "lower" campus. At the left and right on this avenue are to be two uniform buildings, not designated with title. They form the head of the lower campus. On the right toward the river are to be geology and astronomy buildings and on the left the medical group. Below the lower campus is to be a botanical garden and an open air theater.

For the older campus is planned a science and arts quadrangle, with the new Folwell hall as the nucleus. Other ends of the group will be the present physics building, a new armory and a third new building. A gymnasium will replace the present armory and on the other side, beyond the quadrangle, on unoccupied ground, will be the dormitories.

With the University of Minnesota now fifth in this country in point of attendance and an immediate prospect of an endowment of $30,000,000 from state ore and timber land income, the execution of the plans is assured.

A WALKING ENGINE SEEN IN ENGLAND

The London Mail tells of a monster engine with 32 feet, capable of drawing 18 or 20 tons and able to struggle at a walking pace over dikes five feet wide and up steep hills. The machine was used recently at Aldershot, Eng.

Instead of running on wheels, this strange machine—a new tractor of the type designed by R. Hornsby & Sons of Grantham for hauling guns in war time over rough ground—moves along on two huge, endless chains, which pass over cogwheels at each end of the apparatus. On the outside of these chains are the feet—blunt blocks of wood, metal-bound.

Quite dexterously the tractor walked down a steep bank into a roadway. It moved with ease also over soft, marshy soil. On level ground it ran along at a speed of 12 miles an hour.

Manitoba's Growth a Story of Huge Resources

Smallest province in Canada is seventy-five times as large as Rhode Island.



MUNICIPAL POWER PLANT BEING BUILT AT WINNIPEG.
The city is expending $3,500,000 for this improvement to secure light and power at low rates.

WINNIPEG, Man.—The province of Manitoba is the smallest of the western Canadian provinces but is yet of considerable size, as states and provinces go. It is, for instance, nearly 75 times as large as the state of Rhode Island and contains within its borders a lake which is about nine times as large as the smallest state of the United States—Lake Winnipeg, a fresh water sea 2000 square miles larger than Lake Ontario.

Lake Manitoba is another large body of water in Manitoba and smaller lakes are numerous. The Red River of the North makes its winding way through the province and is joined at the spot where Winnipeg has been built, by the Assiniboine. The Winnipeg river is a stream of much importance for its water power and by means of its waterways Manitoba will eventually have water transportation to the salt seas—north by the way of the Red river, Lake Winnipeg and the Nelson to Hudsons bay, or east by the way of rivers, lakes and canals, to the Great lakes only 500 miles away. West, there are waterways—principally the Saskatchewan river—which lead to the Rocky mountains, and it was one of the dreams of empire put in words by Sir Wilfrid Laurier on his recent trip through the West that a great water transportation route shall be constructed from the foot of the Rocky mountains to Winnipeg and, eventually, completely across North America through Canada. The first link in this mighty chain of rivers, lakes and canals was recently finished by the Dominion government when the St. Andrews docks were opened on the Red river about 18 miles from Winnipeg, placing that city in direct water communication, for craft of considerable size, with Lake Winnipeg and the vast stores of raw material that lie along its shores and upon the islands of the lake.

Today Manitoba has a population of 500,000. Five million acres of land planted to wheat, oats, barley, flax and general crops produce excellent results. About 150,000,000 bushels of grain were raised in Manitoba in 1909 and the filling up of the country and the growth of the cities and towns have promoted mixed farming and dairying so that these branches of agriculture are of very great importance and are gaining ground every day.

The province has more than 4000 miles of completed railways. There are 702 grain elevators conveniently placed for use and under a plan recently put in practise, the provincial government has bought or built some 200 elevators as a part of a scheme which is intended to place the grain elevator business of Manitoba under government ownership and management. The telephone system is also owned and operated by the government, having been purchased from the Bell Telephone Company in 1908 and much extended and amplified since then. Where the buffalo roamed and men lived by hunting and trapping barely 40 years ago 150 cities and towns have sprung up, and as the railways spread rapid growth over the country, new towns are added and the cities grow larger with marvelous speed.

Winnipeg, the capital of the province, is the largest city in western Canada. Like all things in western Canada, Winnipeg is young. In 1870 there were 213 people in the place which was just breaking the bonds that held it among the trading posts of the Hudson's Bay Company. Confederation of the Northwest territories with the province of eastern Canada opened the West and the truth about its marvelous agricultural, and other, resources—so long hidden by the fur traders to their own great gain—began to filter through to the outside world. In 15 years the population grew to 19,574; another decade put the figures at 48,411; in 1905 there were 79,975 and now—five years later—there are surely 150,000 people in Winnipeg and the directory census taken at the close of 1909 showed 173,000 in Winnipeg and its close-lying suburbs—practically the city itself.

There are 120 miles of paved streets in the city, 174 miles of sewers, 100 miles of boulevards and 400 miles of sidewalks. The city has its own plants for asphalt and granolithic pavement work. The municipal water system includes 185 miles of mains and the city is engaged in building a big power plant on the Winnipeg river at a cost of $3,500,000. This plant will be in running order next spring and will furnish light and power at low rates.

OHIO CENSUS SHIFT MOVES METROPOLIS

(Continued from Page One.)

part that goes to make up the finished engine is not found in the list of articles made within its borders. And so it goes. If the specialties made in Cleveland were listed in one great book, the metropolis of Ohio could be called the repair shop of the country and the center for automobile parts, which are made in larger quantities here than in any other city in the United States.

Next in importance to the iron and steel output come the textile utilities. During the 10 years ending with 1910, 40,000 operatives have been added to the working force employed in such factories. Hundreds of other products are made in Cleveland and within the last decade the number of manufacturing plants has increased 33 per cent and the capital invested 105 per cent. Cleveland's 3875 factories are valued at $202,500,000.

The factory operatives must ride to their work and the street car company must employ more help to maintain service on its system; the laborer must have houses erected to accommodate him; his children must have an education and school teachers must be hired; his wife must keep the larder provisioned and the children clothed from the products offered by the merchants; and in an endless chain of other ways the balance of a manufacturing city is kept normal and growing.

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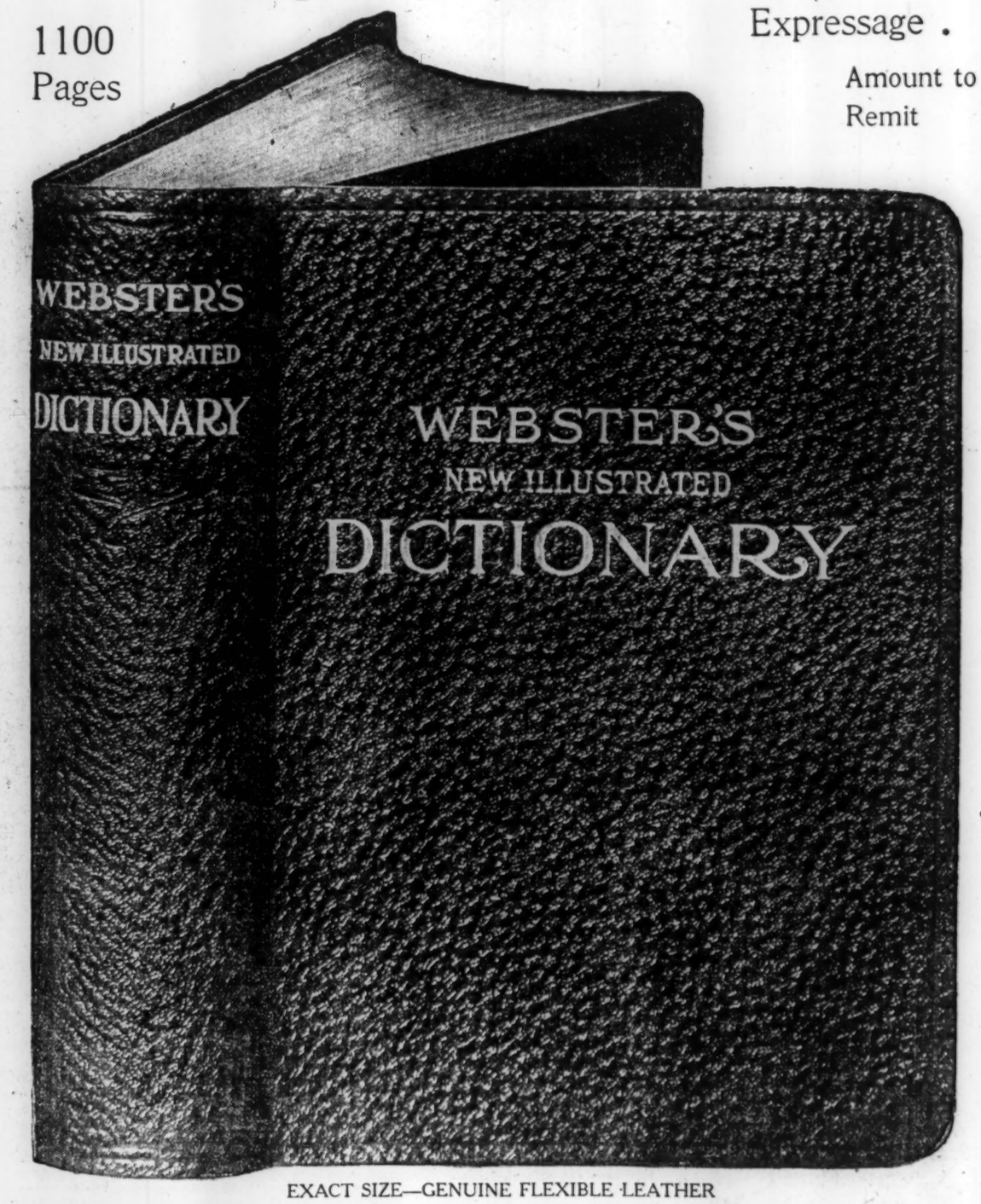
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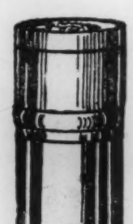
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PUBLIC SCHOOL SYSTEM OF IDAHO

BY MISS S. BELLE CHAMBERLAIN.
State superintendent of public instruction.

BOISE, Ida.—Less than a century ago, the pioneers of Idaho laid the foundation of a state in what was then a wilderness. There has been great progress since then along all lines, but progress has been most marked in the educational field and especially in that part of it which relates to the public schools. Idaho has risen in the last few years to a commanding position among the states of the Pacific coast by reason among other things of the efficiency and modernness of her common schools, and while she is proud of her rich mines, her fertile valleys, her beautiful mountains and rich timber land, she is prouder still of her schools.

A general and uniform system of schools is maintained throughout the state similar to that of all the states of the Union. The administration of these schools is in the hands of the superintendent of public instruction, the state board of education, the county superintendent and boards of trustees.

The present value of Idaho's school property is not far from $4,000,000. Her total receipts for school purposes are $2,500,000. She pays her 2000 teachers more than $1,000,000 annually; over 87,000 pupils are enrolled in the public schools; her total expenditures for public school purposes this year will in all probability reach nearly $2,000,000.

Idaho has a system of free text-books and these are uniform throughout the state. She has a splendid school library system and the library shelves of the small country school, as well as those of the large city schools, are filled with carefully selected books.

A state course of study with a teachers' manual based on the text-books adopted for use in the state is now in use in the schools and this has greatly facilitated uniformity in the educational system. The work of the grades articulates with that of the high schools from which the graduate may enter the university without examination. In regard to the subjects in the course of study there has been a revision of the method of presentation. The summer terms of normal schools and the large gatherings of teachers have contributed toward a general awakening of the teaching corps in the elementary schools to the delights of genuine scholarship. Manual training, domestic economy and agriculture have been added to the course and are receiving careful attention.

The system of district teachers' associations that has now taken the place of the old county system is a feature that is big with educational results. Heretofore the counties each held a separate institute. Now a number of counties unite and hold a joint institute and the teachers have the advantage of listening to lectures by the very best professional talent that can be secured.

During the last two years the trustees of the various districts have held officers' meetings in all the counties. Questions of vital importance to the schools of their respective districts are discussed by the trustees and the interest manifested and the results obtained have been very gratifying. Some of these trustees leave their work and travel many miles to attend the meetings.

The people of the rural districts have felt the need of better schools, better buildings and better teachers and to secure these several districts have united under the consolidated plan. In the newly developed sections of this state many districts have consolidated and beautiful buildings have been erected with all modern equipment. Under a new law authorizing districts to unite into a rural high school district many such schools have been organized during the past two years. The study of agriculture is given a prominent place in these schools and as Idaho is fast becoming known as an agricultural state, this subject will be given more and careful attention in the future.

Idaho has two state normal schools both of the same rank and doing practically the same work. These institutions have each year become more important to the state and are better prepared to fulfil their obligations. The summer normal schools are a feature that is attracting much favorable comment from every educator in the state. There are three of these, one at Boise, another at Pocatello and one in Coeur d'Alene City. Here during the summer months those preparing to teach can attend and hear the very best lectures on educational subjects and learn from successful teachers the newest and best methods of teaching.

The Academy of Idaho located at Pocatello is a part of the public school system. The purpose of the academy is to teach all branches usually taught in academies and in addition such courses as are commonly taught in business colleges.

At the head of the educational system is the University of Idaho located at Moscow, the work of which is based upon the preparation afforded by the duly accredited high schools of the state. It has a wide range in its work and is under the control of a board of regents appointed by the Governor. The university employs a high school inspector who visits the high schools, examines the work done and makes such requirements as are necessary in order that graduates may be admitted to the university without examination.

Never in the history of the state has there been a greater interest in the public schools than at the present time. All over the state there is a tendency toward improvement in every way, to erect better buildings, beautify the school grounds and improve the sanitary conditions of the premises. Handsome, well-equipped schoolhouses are the rule in all the cities and in most of the towns and villages. The country school buildings compare favorably with those of other states. Idaho's future regarding facilities and educational advantages is most encouraging. The act admitting Idaho to statehood granted to the state sections 16 and 36 in every township in trust for common school purposes. These lands cannot be sold for less than $10 per acre, which insures an endowment sufficient to defray all the expenses of the public schools. The State University group of schools has 286,000 acres, and the two state normal schools have 100,000 acres which gives the teachers the assurance of opportunities for training equal to the very best.

But with all the advancement we have made, with our comparatively excellent conditions, with all that is educationally a credit to the state, we are working and planning for better things and we feel assured that Idaho with her wide-awake, progressive people will keep apace with the times and the progress of the age and that her schools will rank with the best in the land.



THE FIRST SCHOOLHOUSE AT MORA, IDA.
The attitude of Idaho pioneers toward education shown by use of a tent until building could be erected.

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COL. ROOSEVELT WILL DEDICATE DAM IN ARIZONA

PHOENIX, Ariz.—Theodore Roosevelt will probably be the principal figure in the dedication next spring of the great water storage dam which bears his name. President J. P. Orme of the Salt River Valley Water Users Association wrote Colonel Roosevelt, extending a warm invitation for him to attend the dedication, proposed for Feb. 22, 1911.

Colonel Roosevelt has responded, stating that it would be impossible to be in Arizona in February, but that he hopes to be able to come the following month. Undoubtedly arrangements will proceed on that basis.

LARGEST GOLD MINE IN AMERICA IS IN THE SOUTH DAKOTA HILLS

PIERRE, S. D.—The Homestake gold mine located at Lead, near Deadwood, in the Black hills of South Dakota, is the largest gold mining proposition upon the American continent and is only rivaled by the Tredwell mine in Alaska in the big gold propositions of the world.

The Homestake lead was opened soon after the discovery of gold in the Black hills and the mine has been in almost constant operation since 1876. The ore is low grade, yielding on the average not more than $3 a ton, but the supply of it is so vast, and is so easily worked that it is of inestimable value. All of the scientific processes are employed in extracting the gold, for the ore is both free and refractory.

Three thousand men are employed in and about the mine. There are more than 50 miles of railway under ground. The lead has been prospected to a depth of 3000 feet and is worked to 1500 feet. Apparently the supply is inexhaustible, the engineering force asserting that material for 40 years of work at the present rate is already blocked out.

For 36 years the mine's output in gold bullion has averaged more than $500,000 every month. There are some by-products in silver, lead and copper, but they do not add much to earnings.

But twice has the mine been shut down for any considerable period. In 1907 a fire broke out in the middle levels of the mine and it was found necessary to flood the works to extinguish it. This required several months to fill and drain. Last autumn the Western Federation of Miners served notice upon the owners that after Jan. 1 only members of the union would be permitted to work in the mine, which hitherto had been open shop. The management instantly retorted by closing down the works, throwing practically the entire population of the camp out of employment. Soon afterward the mine was reopened on condition that no union man should be employed. The old employees who renounced the union were given work and those who would not do so were displaced with non-union men from abroad. The management was successful in the revolution.

From its foundation the Homestake has been regarded as the wage-maker for the mining west.

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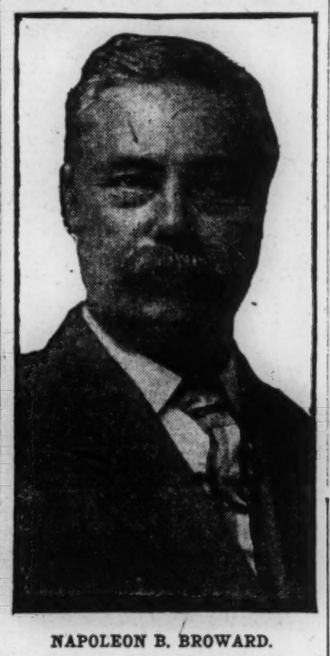
Reclaiming the World-Famed Florida Everglades

(Written for The Monitor by the late Napoleon B. Broward, former Governor of Florida.)

(The preparation of the following special article for The Christian Science Monitor was one of the last acts of the author, whose public career was about to be continued by a term in the United States Senate at the time of his passing away.)

MANY ages ago the southern extremity of the peninsula of Florida was about 125 miles farther north than at present, and the intervening space was covered with a shallow expanse of salt water joining the Atlantic ocean and the Gulf of Mexico. But about the beginning of that age which geologists designate as Pliocene, one of the then common convulsions of the earth's crust lifted this area to a height of a few feet above sea level. The bed of the sea at this point was of limestone, and after this vast expanse had been lifted from its former level it formed a giant shallow basin, the rock around the edges being thrown up to a greater height than that inside.

By the process here briefly described there came into existence a shallow inland sea of about 4000 square miles, with a bed of limestone as its base, and with its surface several feet above the level of the surrounding water. The water of this inland sea was salt at first, but the rainfall and the inflowing of streams gradually diluted it, and all of the salt eventually passed out to sea at the lowest points of the impounding wall of rock. The seeds and scions of aquatic plants and grasses found their way into this shallow sea, and flourished in its tepid water. These plants and grasses fed largely from the nitrogen of the air, and when they went to the bottom in decay, they deposited a thin sediment of black muck which was rich in this valuable plant food. As the ages passed this process continued, the wind and waves naturally beating the floating masses of vegetation toward the rock-bound shores, forming a narrow beach on which the



NAPOLEON B. BROWARD.
Former Governor of Florida who was leader of movement to drain the Everglades.



FIRST DAM BUILT IN THE EVERGLADES.

water no longer stood, and on which the deposit of muck was consequently less for a given period. Thus it will be seen that as the shore of the sea broadened it also gradually grew higher, or slightly sloped upward from the rock rim to the edge of the water.

This process continued for incalculable ages and the Everglades of today is the result of it. Of course, other processes have somewhat modified it. For instance, the passage of the impounded water through the lower places in the rock rim gradually cut rivers through it, and these rivers have somewhat lowered the water from the level it once attained. Also the Kissimee river and a few other streams which flowed into the sea brought down mud, rubbish, fine sand and other deposits, all of which were used in the land building. Then, too, there were scattered sandbars on the bed of the shallow sea, some of which were always above water level and which are still sandbars—sterile mounds hemmed in on all sides by level black soil of wonderful fertility.

As the water was gradually lowered by the erosion of river channels through the rim some of the shallow arms of the sea were left dry and these are now fertile prairies and valleys. But on Jan. 1, 1906, the vast majority of the Everglades soil was covered with from one to three feet of water which gradually slipped down toward the rim and out to sea through the rivers; but the progress of this water was greatly hindered by a dense and matted growth of saw grass which covers the entire Everglades region.

The fight I have made for the reclamation of the territory here under consideration is quite generally known throughout the country, chiefly, no doubt, because the success of the project will mean so much in a commercial way. If this territory were planted in sugar cane, for which it is wonderfully adapted, we could expect as much sugar as we now import, and thereby improve our foreign trade ledger balance by about $200,000,000 per year. And this land planted in sugar cane would yield a larger profit per acre than any other land in the country now yields, with the exception of small acreages planted in fancy garden truck, the market for which is limited.

In 1904 I was elected Governor of Florida, and one of the chief issues of my campaign was the reclamation of the Everglades. The Legislature had granted more than two-thirds of it to various railroads, which grants I questioned. I thereby aroused all the railroad interests to bitter opposition, and much bitterly fought litigation followed my inauguration. But in the early part of 1906 the trustees of the internal improvement fund, in which the title to the land was originally vested, began digging a canal from the Atlantic ocean out into the Everglades. This canal is 60 feet wide and about 10 feet deep. Other similar canals were soon commenced, and at the expiration of my term of office four large dipper dredges were engaged in the work. The objective point of all these canals is Lake Okeechobee, an inland sea covering about 500,000 acres of land, the overflow of which is the chief source of water supply on the Everglades. The object is to lower this lake four or five feet, and then the Everglades will be a dry prairie of wonderful fertility. The canals will serve the double purpose of draining the land and furnishing transportation.

The work of reclamation was continued after my term of office had expired, and on June 15 of this year the trustees awarded a contract for the completion of the larger part of the drainage within three years from that date. The contractors express the hope and opinion that they will complete it in two years.

The fact that the surface of Lake Okeechobee is about 21 feet above the level of the Atlantic ocean at mean low tide, guaranteed the success of the reclamation project from the beginning. But those who opposed me in this work went to great trouble and expense to make it appear that the lake was even below sea-level. Of course they had no official data upon which to base the statement, but they nevertheless circulated it widely throughout the United States. However, they builded better than they knew; for the fight they thus invited did more to advertise the project, and to advertise Florida in general, than any other one thing that has ever been done. I was forced to refute the statement, and I tried to give the refutation as wide circulation as their statement had enjoyed. This called general attention to the project, and its progress was watched with accentuated interest. When the dredges entered the Glades the water disappeared from the surrounding surface and ran down to the ocean. A few miles farther out the dredges had to construct dams behind them, so as to prevent the water from running away and leaving them on the bottom. The statement was thus demonstrated to be incorrect, the project was unanimously adjudged a success, and what had been intended as a hindrance became a help.

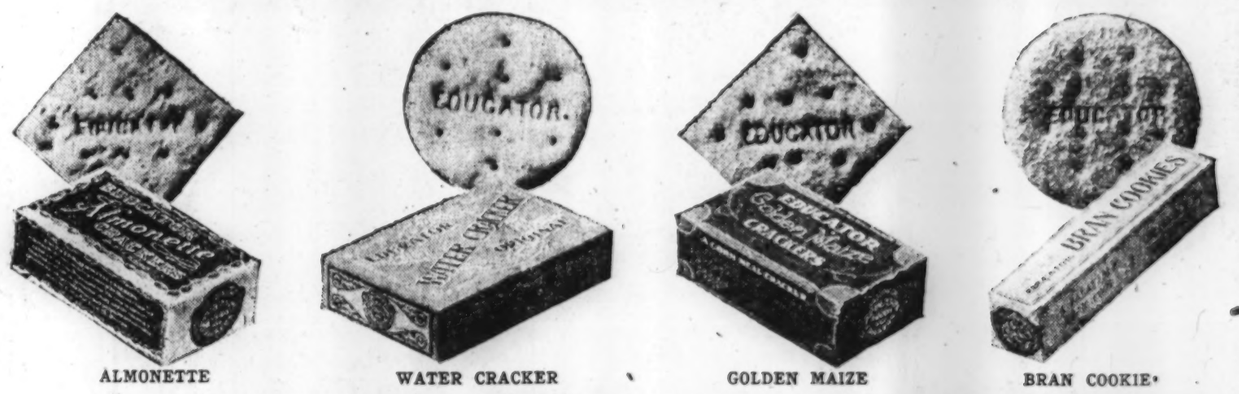
The publicity of the Everglades reclamation aroused great interest in the entire state of Florida, and many millions of dollars has consequently been invested in lands throughout the state, causing all lands to greatly enhance in value and bringing to us thousands of thrifty settlers. It is, without doubt, the greatest project now under way in Florida, and means more for the common good. An inland waterway has recently been completed from Jacksonville to Miami, which connects with the drainage canals, thus affording excellent and cheap transportation facilities.

Owing to the fact that the Everglades is so nearly level the surface water travels over it very slowly, and its movement is further hampered by the grass, as already pointed out. The soil is also very porous. Therefore as the canals are pushed out into the Glades, the surface water disappears for a considerable distance on either side, leaving the land ready for cultivation. But the real object of the canals will never be accomplished until the lake is lowered. Then the land will be permanently reclaimed, and all danger of an excess of water will be passed.

The Everglades soil is as fertile as any in the world. It contains an average of about 2.20 per cent nitrogen, which is the most costly constituent of fertilizer, and the one in which most land is deficient. Oranges, grape fruit, mangoes, avocadoes, bananas, sugar cane, garden truck and general farm products will grow there in great profusion. Five acres is equivalent in production value to the ordinary small farm, and 10 acres is quite a plantation. There is no killing frost, and such plants as cotton, okra, cane and bananas grow 12 months in the year. I have seen cotton and okra stalks there which had been growing for years, and which had attained the size of small trees. One planting of cane suffices for a number of years.

The Everglades of Florida will soon be not only the garden spot of Florida, but the winter garden, the orchard and the sugar plantation of the United States. Many thousands of small farms have already been purchased there, and as soon as the drainage is completed it will become a thickly populated and prosperous empire.

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¶ The engraving here reproduced is after a painting foun making by the ancient Egyptians. It will be observe ilar to the boot and shoe makers' present mode of wo has always obtained in such employments, as most conven attempts by any other method having hitherto failed; and nating between sitting and standing, which for many reas coveries and the things of the future.---From the "Boot a

THE SECRET

An Industry

NEW ENGLAND the seat of a revolution w certain conditions.

If the social or political order were involv centrate upon the situation.

There is no revolution in New England. A

Two hundred millions of dollars in capital

The investment involves four hundred mill

A quarter of a million of men are involved.

The story fairly races. The history in it have coursed speedily enough. The story is Boot and Shoe Industry, which in ten years has one of the five great groups of American industr

The seat of the revolution has been New

The why of it; the how of it; the what of

Traditions of centuries preface the story.

Invention--Yankee invention, which is the unfolds the tale.

American enterprise--New England enterpr ministration--has completed the book.

I.

An American Achievement

WITHIN the time of those who read these words, the way to make a shoe has been completely changed. Methods which held their own for centuries have disappeared, to be replaced by processes which only recently would have been thought impossible and which have brought within the reach of men of modest means a luxury once enjoyed exclusively by the well-to-do. The feet of the million are clad today as finely as the feet of yesterday's millionaire. Shoes marked by comfort, durability and style have driven to historical museums the stiff and clumsy boots and brogans which not so many years ago were worn by those who could not pay to have shoes sewed by hand.

The American people spend more than $350,000,000 every year in buying shoes, and average three pairs apiece, and yet few ever think about their shoes so long as they do not look clumsy, or wear out too quickly, or hurt the foot. Everyone likes to buy good shoes as cheaply as he can, and everyone likes to feel that shoe manufacturers are independent and successful, and that workmen get good wages, because these things help along prosperity; but that is all. Yet here is an industry in which the United States within a decade has come to lead the world, and there are many things about it which it would be worth while for everyone to understand. It is worth while, for instance, to know that there is no important operation on a shoe which need be done by hand; that in the making of every good shoe no less than 58 different machines, and sometimes twice that number, are brought into play; that nearly all these machines are of American invention; and that they have been so perfectly adjusted one to another that they work together almost with the precision of a watch; it is worth while to know something about the marvelous system under the encouragement of which this typical American industry has blossomed and borne fruit until it employs $200,000,000 of capital and nearly 200,000 people and turns out 250,000,000 pairs of shoes a year; and why it is that the average man you meet today has a better fitting, better wearing and better looking shoe than the moneyed man of yesterday—at a fraction of the expense.

The Child of Machinery

Of all the products of American ingenuity there is none which is more distinctly the child of machinery than is the modern shoe. Textiles are woven or spun on looms or spindles, which may be numerous and costly but which have little diversity of design; the parts of watches are fashioned and assembled by machines as intricate and delicate as themselves, but no more delicate and intricate than those devised for fashioning the shoe and with nothing like the infinite variety. The wit of man has not conceived a more elaborate or perfect system of machines, nearly human in their operation and more than human in the accuracy and perfection of their results. This system has not sprung from chance or luck. The path of its development is strewn with lost fortunes and shattered hopes and lighted by fine examples of business foresight and undaunted courage. It has been said that more inventive genius, greater executive capacity on the business side and a larger number of separate operations are involved in the making of a shoe than in any other product of equal value. It is worth while to know something about such an industry and that is why this story has been written.

The shoemaking business differs from other manufacturing industries in the way it is carried on. It has necessities of its own which have been met successfully by the logical and natural development of methods peculiar to itself. Just a word about its history. It will not take long to read.

Ancient Ways Displaced

It seems only a little while ago that all the pieces of leather of which a shoe is made were sewed together, painfully, by hand. We are all familiar with pictures of the old-time cobbler with his bench and apron, lap-stone and hammer, awl and thread. Some of us have watched him at work, without realizing that we were gazing on tools and methods which had hardly changed since the dawn of history, and which are found in carvings on the pyramids; yet that is so. In our own day we have seen the ancient ways give place to a marvelous system of machines which turn out perfect shoes by the hundred in the time it took the old-style workingman to make imperfectly a single pair; yet few of us have ever given it a thought to know the secret of the transformation. To trace the secret we must go back half a century to the invention of the sewing-machine and follow down through years of trial and venture a progress culminating in the Goodyear Welt System of shoe machinery, by means of which the perfect shoe is made today.

One of the early uses to which the sewing-machine was put was the sewing together of the pieces of soft and pliable leather which make the upper of a shoe—a simple thing, involving only a slight adjustment of the original machine. It is a far more complicated operation to sew the upper to the thick and heavy sole, and years passed by before the secret was discovered, and the McKay Machine appeared. In the shoe sewed on the McKay Machine the thread ran through into the inside of the innersole, leaving a rasping ridge on which the stocking of the wearer rubbed. The McKay shoe displaced only the coarser grades. The hand-sewed shoe remained the favorite of wealth and fashion, and was worn exclusively by those who cared for comfort and could afford the price. In sewing a shoe by hand, a thin and narrow strip of leather, called a welt, is first sewed to the insole and upper, and the heavy outsole is sewed to this welt, so that the stitches come outside and do not touch the foot, the insole being left entirely smooth. It is a delicate operation by hand, and many years elapsed before a machine was contrived by which it could be done. At last the problem was solved: The Goodyear Welting and Stitching Machines appeared—so named for Charles Goodyear, who financed and perfected them; a son of the man who taught the world the use of rubber. These two machines are the nucleus of the Goodyear Welt System, to which must be attributed the revolution of an industry. Although they are entirely distinct machines, they are inseparable, for neither can be used effectively without the other in making the modern Goodyear Welt Shoe.

Invention and Its First Results

Much of the style of the shoe depends upon the wooden last over which the upper is shaped before being attached to the sole. To find a substitute for the human hand in fitting the shoe to the last and pulling the leather over its delicate lines and curves seemed for a long time impossible; but in due season invention mastered this problem also, and the Lasting Machine appeared, to be followed later by the Rex Pulling-Over System. Thus, one after another, every operation has yielded to the invention, until very recently the only remaining process was subdued when a machine for cutting uppers was devised. There are machines for shaping, compressing and nailing heels; for attaching soles to uppers in heavy shoes by wooden pegs and copper screws and wires; for rounding, buffing and polishing the soles; for trimming and setting the edges of the sole; for performing innumerable operations, some seemingly trivial, but all essential to perfection in comfort, durability or style; so that in shoe factories today a greater variety of intricate and expensive machines are used than in factories of any other kind.

In the early days, as new machines were invented, companies were organized to make and introduce them until there were many small concerns, some of which did a precarious business. Every manufacturer in fitting out his factory had to deal with several of them; he could not figure with certainty on his machinery; strikes were frequent among the operatives of one machine or another, so that many factories were shut down for a part of every year; the industry lacked stability; it was in danger of demoralization. By degrees the smaller concerns went out of business, until in 1899 the making of machines had centered in the hands of three companies of substantial size. Conditions were better, but they were still bad enough; the ills were modified, but not dispelled. The industry was crying for relief. This was the state of affairs when the United Shoe Machinery Company was organized on February 7, 1899.

II.

The United Shoe Machinery Company

The United Shoe Machinery Company owes its origin to a call for change in conditions menacing the industry of making shoes which could not be ignored. It was created by combining into one the three companies existing in 1899; the Goodyear Sewing Machine Company, the Consolidated & McKay Lasting Machine Company and the McKay Shoe Machinery Company, each of which respectively made and leased machines adapted to a particular class of operations. The principal machines which each made did not interfere with the principal machines of any other. They were dependent links in an industrial chain. The Goodyear Sewing Machine Company made machines for sewing the sole to the upper in welt shoes and various auxiliary machines which helped to complete the shoe; the Consolidated & McKay Lasting Machine Company made machines for lasting a shoe; the McKay Shoe Machinery Company made various machines for attaching soles and heels by metallic fastenings, and furnished material for that purpose. A single manufacturer, in order to make Goodyear Welt Shoes, would be compelled to patronize all the companies, going to each of them for that part of his equipment which it exclusively supplied. Each company had its agents in factories looking after its machines. Whenever a machine furnished by one of them broke down or was put out of commission for any cause, machines owned by the other companies might have to lie idle until it was running again—a constant source of trouble to all concerned. For a manufacturer of any kind of shoes it was a handicap. For one who wished to make the finest quality of Goodyear Welts it was a condition which could not be endured; for in the delicate Goodyear process it is imperative that there should be the utmost nicety in the adjustment of machines, so that all may play together in perfect harmony, and this cannot be secured save by a single supervision and control.

Advantage of Consolidation

The gathering of these three companies into a single organization wrought an instant change. It resulted immediately in greater economy of administration; in relieving the manufacturer of the vexation of sometimes seeing his factory crippled while orders were piling up; in freeing him from the annoyance and expense of dealing with several different concerns in order to get his most important machines and keep them in repair. Since that time uniform methods have prevailed where confusion reigned. The manufacturer can now make accurate calculations, ignoring even the uncertainty of ordinary fluctuations of the market so far as his mechanical equipment is concerned. The smallest manufacturer has absolute assurance that he can lease his machinery on precisely the same terms as his largest and most prosperous competitor, and that he will have an even chance with everyone else to utilize the most advanced devices without being compelled to figure whether he can afford to throw his old machines away. The Company, which from its formation has kept a large force of inventors in its employ, assumes the entire responsibility of replacing obsolete machines with others up-to-date, of keeping all machinery in repair so that no time need be lost through the idleness of any part of the system which has been installed; in short, of insuring to every manufacturer, large or small, who uses its principal machines, a working equipment of the most advanced type for his factory all the time. It gives every factory a system of machines which work effectively together, each fitting into the others so closely as almost to fulfil the dream of Edison, who sees the time arriving when leather will be put into one part of a machine to come out a little later a completed shoe. Any manufacturer who was in business when the Company was organized will testify that conditions are vastly better than they were before its day, and they have steadily improved from the beginning, until now the feeling toward the Company is, as a rule, even more cordial than it was four years ago, when Charles H. Jones, President of the Commonwealth Shoe & Leather Company, said in an interview published at the time:

> "I can say for ourselves, that the question of royalties and machinery, which was formerly one of the most vexatious and exacting departments of our business, has ceased to give us any concern at all. We were formerly obliged to examine new inventions, and were forced to make experiments with machines for months at a time with the result that we obtained more or less bad work and were put to much useless expense, and the thought and attention of our best men was given to deciding between the merits of the old and the new. We were obliged to dicker and trade with every different manufacturer of machinery all the time, with the moral certainty that somebody who had more time and attention to give to it would get a better bargain than we were able to obtain; and with it all there was an enormous and perpetual shrinkage on account of changes made necessary by the introduction and adoption of machinery that was not thoroughly and satisfactorily developed before being placed on the market. Today this is all changed. If we want a machine, we simply notify the Company. Their agent confers with our foreman. The best machine known for doing the work is installed with little or no expense to us. We are obliged to pay a rental in some cases, which would amount to about the same as the yearly shrinkage in value of the machine if we had had to buy it, but the capital which we would formerly have been called upon to invest is still in our possession for use in our regular business. We are confident that we are getting the machine on as favorable terms as any competitor, and we are enabled to employ our own time and ability in the legitimate branches of our business, and we have not, up to this time, been obliged to pay as much for this privilege as we formerly paid for the very much less satisfactory condition."—Shoe and Leather Reporter, May 24, 1906.

A Model Factory and System

One of the first things the Company did was to concentrate the manufacture of its machines in the United States in a single large factory, which was built at Beverly, Mass., and which is now one of the model factories of the world. It is known far and wide for the efficiency of its management and for the solicitude shown for the health, safety and comfort of its employees. It is absolutely fireproof, the first in the United States of considerable size to be made of reinforced concrete, and contains [illegible] acres of floor space. It employs nearly 4,000 people, ships 20,000 machines a year, or 15,000,000 parts of machines, and very nearly approaches perfection in every [illegible]

The interests of the Company extend to every civilized country. Its machines in the United States alone represent a sales value of nearly $40,000,000.

It has a force of over 500 expert mechanics in the United States alone, who spend their entire time in looking after its machines in the factories of the lessees and seeing that they are constantly in working order.

Of course all this has called for great expenditure of money and the maintenance of an elaborate and extensive organization. The Company has retained in its employ all the experienced men who had grown up in the companies from which it was originally formed, and has always sought the services of the very best men to be found in their respective fields. It has never issued bonds or borrowed money. It has never distributed in dividends earnings which might be needed for the extension of its business. Its margin of profit is not in excess of the legitimate earnings of a carefully conducted and effectively administered manufacturing enterprise.

III.

The Royalty System and Its Benefits

The United Shoe Machinery Company is a business enterprise and nothing else, yet strictly in the line of business it has done the American people a practical service which no philanthropy could undertake.

During a period when the cost of living has been a burden, shoes have increased less in price than many other articles in general use. The only reason is that while the cost of leather and labor and everything about a shoe which the Company does not provide was never before so high, manufacturers pay less today than ever before for their machines. The Company pays more for what it buys, but has assumed the increased charge without imposing any part of it upon its customers; and in many instances has lowered its charges for supplies. It has done this because it was good business policy and its reward has been in larger trade.

The ability of the Company to carry out its purpose to furnish a better service and equipment year by year at a constantly diminishing expense to its lessees is largely due to its adherence to the Royalty System in leasing its machines. Under this system, instead of buying his machines outright, the manufacturer pays for their use a small sum on each shoe made, or else buys from the Company furnishing the machine certain findings essential to its operation, like tacks, wire nails and eyelets, paying for them a price sufficient to compensate the Company for its use.

The Company's rate of royalty now are lower than those prevailing at the time of its formation. The average royalty direct and indirect it now receives for all classes of shoes is less than 2 2-3 cents per pair. Out of this sum it pays the whole cost of manufacturing machines and supplies; of development of new machines and purchases of patents; of administration—in short, the entire expense of conducting the business. On some grades of shoe the royalty is only three-quarters of a cent. The highest royalty which any manufacturer can pay for the use of all machines on the highest priced Goodyear Welt shoes—the very best which can be bought—is not over 6 cents. Very few pay royalties of this amount and neither sum cuts any figure in the retail price. What will in effect be a substantial reduction in the average Goodyear royalty will result from the Company's recent action in deciding to distribute among its lessees of Goodyear machines, in the form of common stock of

USMC

n the walls of Thebes. It delineates the manner of sandal-
hese workmen or makers of feet costume as then worn, sim-
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ether a change in the shoe makers' mode of working alter-
sake is desirable, will ever take place, is among the dis-
Shoe Makers' Assistant," Manchester, England, 1853.



OF THE SHOE

Transformed

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Corporation, an increasing percentage of the amounts received from them for the use of the Goodyear Welting, Goodyear Stitching and Goodyear Turn Sewing Machines in the United States. The same quality of shoe which can now be bought by anyone for $5.00 could have been obtained not long ago only by those who could afford to pay far more to have their shoes hand-sewn. Under no other system would the manufacturer pay so little for his machines as through the payment of royalties. If he were to buy them outright, he would have to charge against the cost of his product an interest of 5% on his investment and a far greater percentage for the depreciation and eventual replacement of his machinery—certainly not less than 10%—besides being obliged to employ a force of high salaried experts to keep it in repair. Even with the closest economy of manufacture he could not bring this figure to the low level of the royalties which the Company collects.

Under the Royalty System he can devote all his thought and time to improving the quality of the shoe he makes and making it economically; he need not have the slightest worry about his machinery; he can turn over to the company its entire care, knowing that, as he gets from the Company the finest machines in the world and the best service in the world, he can make the best shoes in the world at the lowest cost consistent with comfort, durability and style.

The Royalty System is not a new thing. It has prevailed in the shoe machinery business from the time the first machine for attaching soles to uppers was perfected fifty years ago, and it has been the greatest single factor in the wonderful development of the industry of making shoes. It was not devised originally by the United Shoe Machinery Company, nor was the system of leases under which it is administered, but both have been adopted by every successful maker of shoe machinery since experience first demonstrated their worth. Shoe manufacturers almost without exception prefer the Royalty System to that of purchase. Without it many of the largest manufacturers of the day could not have installed an equipment to start business at all. Years of experience have shown the system to be the most satisfactory method of paying for the use of shoe machinery—best for the maker of shoes, for the maker of machinery, for the retailer and for the public.

If a machine is sold outright the interest of its maker ends with the payment of its purchase price. As soon as he has sold one machine his chief concern is to sell another. Under the Royalty System the success of the Machinery Company depends not upon the sale but upon the *use* of his machines; for it is only while its machines are working that they are of any value to it. The Company's interest in a machine cannot stop at the factory door. In order to get adequate returns on its investment, it must keep the machinery from which it derives its revenue in *use* and therefore in tip-top condition all the time. This is obviously to the advantage of the manufacturer because it increases his output, keeps his men employed, and keeps the money invested in his factory at its full earning capacity. By making it easy for the manufacturer to keep his plant in operation the United Shoe Machinery Company has multiplied the production of good shoes, bringing them within the reach of the people and stimulating the demand for more. The prosperity of the Company has thus become inseparable from the prosperity of the trade.

IV.

A Monopoly of Merit

The Company has been called a monopoly—not without reason. It has a monopoly in every patent it owns, made so by the patent laws of the United States, which are so framed as to make sure that an inventor's reward shall not be stolen from him, and that in return for giving the public the benefit of his discovery he shall enjoy its profits exclusively for a little while. If it were not for the monopoly of patents there would be little invention of any consequence; and the United States, instead of leading the world industrially, would lag behind. The company also has a monopoly in its ability to make the very best machines and give the most effective service; but it has never had a monopoly of the shoe machinery business. It does not mind fair and legitimate competition, and is always ready to take its chances in the race for trade.

But Not of Business

There are other makers of shoe machinery who carry on a successful business each in his own line and who have machines in factories side by side with those which the Company has supplied. Every factory in the United States uses machines which it has not obtained from the Company. In many instances they come in competition with machines which the Company produces and there is nothing in the Company's leases or its methods to prevent any manufacturer from using them. The machines which stitch together the pieces of the upper of the shoe are all obtained elsewhere and these constitute a large part of any factory's equipment. There are shoe factories in the United States of considerable size which use only a few of the Company's machines.

Any manufacturer is at liberty to lease the Goodyear Welting Machine and the Goodyear Stitching Machine without being obliged to lease or buy anything else from the Company. Any manufacturer can lease the Company's essential machines, without being obliged to use any other of the several hundred machines which the Company makes. He can take the others or leave them, as he pleases, without regard to any lease he already holds. He can use most of the Company's machines in connection with machines provided by the Company's rivals.

The Company aims simply to be in a position to furnish to any manufacturer who desires it a complete equipment for attaching soles and heels to uppers;—the machines which are used in the "Bottoming Room." It is possible for a manufacturer to secure from the Company all the machines which he really needs for use in the "Bottoming Room" and he usually finds this a convenience; just as many housekeepers, when shopping, find it convenient to patronize a large department store instead of traveling from one small store to another looking for bargains.

Invention's Rapid Advance

The genius of American inventors has found in shoe machinery a fertile field, and there never was a time when they were more alert than now, largely because they have no difficulty in finding a steady market for their wares. In the eleven years since the Company was formed a greater number of practical patents for new machines and for improvements have been taken out than in any period of equal length since shoemaking began. The Company keeps a large force of inventors in its immediate employ continually on the watch for new ideas, and it is always ready to investigate and adopt a meritorious device, which promises distinct improvement in the art. It has produced nearly one hundred new machines, all of them materially better than those formerly in use, and sixteen of them performing operations which before their introduction could only be done by hand.

The Company has never held an invention merely to prevent others from enjoying it. It has bought many inventions and has paid liberally for them; but its purpose invariably has been to give its customers the benefit of the very latest advances in the art. Whenever a new device, either by itself or in combination with a machine the Company already owns, gives promise of distinct improvement in the process of making shoes, the Company is in the market to buy it so that it may give manufacturers an opportunity to use it more quickly and more advantageously than would be possible in any other way.

The machines it offers its lessees are, so far as it knows, the very best which invention has conceived. It has never delayed placing a new invention at the disposal of its customers longer than was necessary to perfect the invention and make it commercially practical.

In the same interview, from which a quotation has already been made, Charles H. Jones declared:

> "My own experience with outside manufacturers during the past five or six years has gone quite a way toward convincing me that the outside inventor gets all the consideration from the Company to which he is entitled. We have encouraged a few of them that we thought had good things, only to be sold out by them as soon as they could make a satisfactory trade with the Company.
>
> "I think it quite likely that the Company buys and pays a good price for all that is valuable in the way of invention, that is offered to them, and they certainly stand between the manufacturer and the inventor of crude and incomplete machines, and guarantee to us that whatever is put on the market is a complete mechanical contrivance, capable of doing whatever they recommend."

The public has a lively interest in invention. It likes to see inventors get their just reward and feels itself entitled to the benefit of their discoveries. It realizes, too, that it is one thing to obtain a patent and quite another thing to make it go; that limitless patience, years of exploitation and experiment and liberal expenditure of money are needed to turn an invention into a commercial success. Business acumen and financial resources and, in many instances, supplemental devices of other inventors, are found to be essential before a machine will work. It has been proved with shoe machinery as with the telephone that the highest efficiency comes through the assembling of improvements under one control. The telephone was a toy until the Blake Transmitter appeared and transformed it into a necessity, and the public would have waited long before profiting by the new device if the Telephone Company had not taken it in hand and combined with it the patents it already owned. Similarly the invention of Auguste Destouy, who first secured the patents for sewing boots and shoes with welts, was never of much practical use until Charles Goodyear took hold of it and made it commercially profitable by supplementing it with improvements and auxiliaries conceived by Christian Dancel and other mechanical geniuses in his employ. The public would not now be able to enjoy the full advantage of the Goodyear system of machines had not the United Shoe Machinery Company from time to time secured control of many inventions which add to its efficiency and given manufacturers the benefit of their use.

V.

Conditions Today

The industry of making shoes, ranking near the head of the manufacturing industries of the United States, was never so prosperous as it is today. The ten years just past has been its brightest, as figures prove. What the census of 1910 will reveal cannot now be accurately foretold, but striking progress was shown by the last available returns in 1905, and since then there has been a great advance in the condition of the trade—enough to justify conclusions as to what the United Shoe Machinery Company with its highly organized facilities has been able to accomplish in a short and crowded time. During the decade from 1890 to 1900 the capital invested in the industry showed an increase of only 4.8% (from $95,282,311 to $99,819,233). Duing the first five years of the Company's existence, from 1900 to 1905, the growth was 22.7% (to $122,526,093). Other comparisons are equally significant. The commercial ratings of the shoe manufacturers of the United States have grown from $60,993,250 in 1900 to $98,629,200 in 1910, an increase since the Company was formed of 61.72%. Many manufacturers have accumulated large private fortunes. The value of the product of American shoe factories in the *ten* years from 1890 to 1900 showed a gain of 17.4% (from $220,600,000 to $258,900,000). In *five* years, from 1900 to 1905, the gain was 23.6%, to $320,100,000, and there still remain five years of progress to be set down. In proportion to the amount of capital employed, the value of product exceeds that of any other industry.

Great Growth in Exports

The foreign demand for American shoes has practically been created since the Company has become a factor in the trade. Prior to its organization in 1899 the exports of boots and shoes from the United States was almost insignificant. For many years they ran along with hardly a perceptible gain and, apparently, with no organized endeavor to expand the trade. In 1870 the exports were $419,612. In 1890 they had grown only to $662,974. For a year or two prior to the organization of the Company, and largely through the enterprise of the Goodyear Shoe Machinery Company, which held expositions in London and Berlin in 1896, the volume of exports made a more respectable showing; and in 1898, the year before the Company was formed, they had grown to $1,816,538. But this was merely a forerunner of the great advance which was to follow the Company's entrance into the field. Every year since 1900 has shown a substantial increase in the exports of boots and shoes, until in 1908 they were $11,469,599—an advance in the ten years of the Company's existence of 531.4%. American shoes can now be bought in every capital in Europe, and they are rapidly replacing foreign makes even in the centers of European fashion, to which only a few years ago our American dealers turned for the latest word in style, until the shoe is now about the only article of dress to which the prefix of the word "Imported" lends no glamour for those who are fastidiously inclined. These things have largely been accomplished since the United Shoe Machinery Company, carrying the Royalty System to its logical results, undertook to relieve the manufacturer of the burden of his machines and give him freedom to extend his vision over the world-wide field of trade.

The imports of foreign made boots and shoes in the last fiscal year, ending June 30, 1910, were less than $172,000, an increase of only $27,000 over the imports of 1860—fifty years ago.

Manufacturers in the United States have not suffered from the operations of the Company abroad. There has not been a time since the Company was organized when foreign manufacturers got their machines on better terms than the terms received by manufacturers at home. No machine is ever put out anywhere which any American manufacturer cannot have if he desires, and the only machines used in Europe which are not used in America are a few which American manufacturers can have if they like, but which are not well adapted to conditions here.

The system of machinery which is now installed in almost every American factory has been a boon to labor. Not only are wages higher than they were ten years ago, in keeping with the general advance in prices, but the conditions under which the laborer is employed are radically changed. Safety, comfort, and cleanliness in factories have supplanted dirt, danger, and inconvenience. Strikes are infrequent and the relations between employer and employed were never before so cordial as they are today.

Free Competition in the Trade

In 1909 there were 1,200 independent concerns, employing nearly 200,000 people and having an individual output varying from 300 pairs a day to 25,000 pairs. There were over 50,000 retail dealers. In no other great industry is competition so free.

"This industry," says the Massachusetts Commission on the Cost of Living in its report just published, "is one of the few great lines of industrial enterprise in the United States in which the trust form of control has not made headway."

There is a good reason for this exceptional condition, although the Commission does not give it. Naturally, if a shoe manufacturers' trust could be formed eliminating the independent manufacturers and dealers, and bringing the business into the hands of a few big concerns, it would be a fine thing for somebody; and that it has never been established has not been due to lack of design; but no one has ever been able to make any headway in this direction, because the United Shoe Machinery Company has been found to be an insurmountable obstacle in the way, through its readiness to supply any manufacturer with a full line of machinery for bottoming shoes on terms as low as any other can secure.

The Company has never tolerated discrimination; under the Royalty System it has always treated all manufacturers alike; the small manufacturer gets precisely the same terms as the large manufacturer; there can be no such thing as a shoe manufacturers' trust so long as the Royalty System prevails and so long as manufacturers do not receive discriminating rebates.

The industry is efficiently organized; meetings of manufacturers, salesmen and dealers are frequently held; publicity is unrestricted. The shoe manufacturers of the United States are as contented in their dealings with the United Shoe Machinery Company as in any other of their business relations. They are always ready to look into any proposition which promises them the use of their machines on better terms, but by long experience they have discovered that, taking all things into consideration, they can obtain results more favorable to themselves by patronizing the United Shoe Machinery Company than in any other way. It is a simple business question with them.

The Company today is the mainspring of a prosperous industry of world-wide scope in which it has succeeded in maintaining its position through consistent adherence to sound business principles, through intelligent organization and efficient service, and through its hold upon the confidence of the manufacturers of shoes. It has no asset more valuable than the general satisfaction and success of its lessees.

Here our story comes to a pause; not to an end, because it cannot be complete so long as the American genius for invention and organized efficiency remains alive. It has served a purpose if it has taught the reader something of the conditions in a great industry which touches the pocket and comfort of every citizen and upon which depends the livelihood of thousands, and if it has given an inkling of the myriad expedients which were tried and abandoned before, in process of selection, the methods now prevailing won their way.



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SANTA BARBARA CALIFORNIA

TAXATION AND ROAD BUILDING REFORMS INTEREST VERMONT

MONTPELIER, Vt.—While Vermont's failure to gain in population or to acquire a reputation for progressiveness frequently stirs humor in other states, outsiders only watch surface indications and are unable to discover today signs that to close observers herald a gradual awakening.

There can be no doubt that conditions are changing in this historic New England state, that a different order of things is the inevitable outcome of the participation in governmental affairs here by a younger generation, actuated by modern ideas, positively aligned against the retarding influence of ungenerous political machinery and spontaneously and deeply interested in the welfare and uplift of a glorious mountain region that has not received its due.

In late years there has developed among Vermonters a spirit of investigation into the cause of this slothfulness, and the results are noted in the vigorous efforts put forth every two years to force progressive legislation through the General Assembly. If a student of affairs in Vermont were asked to name the two most pressing needs of the state he doubtless would state them as better roads, including trunk line highways controlled by the state and sweeping reform of the tax law. The first need hinders the farmer or the manufacturer who is not located near a railroad from transporting his products with ease and economy; the second need prevents the abolishment of what has come to be quite generally regarded here as a system of taxation that is pretty thoroughly inequitable and unjust.

The first of these two great obstacles to progression is being overcome to some extent by a more liberal road-building policy under which the towns and the state government share in the expense of constructing highways, but the taxation system reforms have been persistently and helplessly advocated by the state press, investigated by the Legislature seemingly as a sop to public opinion, and then stifled by the same body in response, it is said, to the difficulties encountered and the influence wielded by large property owners. A special legislative commission reported in 1908 that in few towns was real estate or personal property listed at its true value in money, oftentimes being appraised at less than half, this resulting in much injustice as to both county and state taxes. The commission even found that individuals in the same town were not assessed on the same basis. It was recommended that a permanent state taxation board be established to have full control of taxation matters and with power to regulate grand lists and local tax rates, and that the "offset" system be abolished.

The last mentioned recommendation undoubtedly was vitally important to the welfare of the state. There has been more unfairness and injustice in this "offset" system, according to Vermont listers, than can be fully realized. As one of the state newspapers remarked not long ago:

"The average citizen sees no harm in taking advantage of the offset provision when he knows that his neighbor is bound to do likewise. Thus a man whose personal estate amounts to $2000 may owe the same amount for goods purchased in another state. He pays no taxes, therefore, on his personal estate. As the offset provision does not include real estate, the farmer pays taxes on the assessed value of his land, even when mortgaged, and the mortgagor, who pays a tax on the assessed value of the claim against the farm, is obliged to exact increased interest from the farmer in order to insure his own profit. Instead of paying 4½ per cent interest for the money he borrows, then, the farmer usually is required to give 6 per cent and also to pay his real estate tax."

This instance of the farmer's woes shows how double taxation works in the most troublesome respect. Another is its application to intangibles, including stocks, bonds, notes and other securities, because the owner of these already pays taxes on his real estate or personal property.

Regardless of the special commission's revelations and data secured at a considerable cost to the state and its specific recommendations, no action was taken by the Legislature of 1908 to reform the tax law, and this year a plank was incorporated in the Republican state platform, pledging that party to an attempt to effect some beneficial changes. The party also is on record in favor of trunk line highways that will eventually open up the state and enable it to compare more equally in this respect with Massachusetts and New Hampshire, or even with Maine.



VIEW OF TYPICAL VERMONT MANUFACTURING TOWN.
Springfield, where world-famous lathes, dies and machines are made. There is also a foundry, cotton mill and woolen factory here.

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Maine to Have One of World's Largest Reservoirs

Immense project is under way on the Magalloway river, a tributary of the Androscoggin, to increase power of entire valley and aid state's industries.

WILSONS MILLS, Me.—One of the largest storage basins in the world is fast taking form this fall at the head of Aziscoos falls, on the Magalloway river, a tributary of the Androscoggin.

When completed a new lake will be formed which will be about 10½ square miles in area, and which will contain about 8,000,000,000 cubic feet of water, adding about 50 per cent to the storage capacity of the chain of lakes which feed the Androscoggin river.

Charter rights were obtained by the Androscoggin Reservoir Company from the Legislature of 1909. The officers of the company are: President, A. N. Burbank of New York; clerk, Wallace H. White, Jr., Lewiston; treasurer, Wallace H. White, Lewiston; agent, Walter H. Sawyer, Portland; directors, Francis W. Fabyan, Boston, A. N. Burbank, New York, Hugh J. Chisholm, New York, Herbert J. Brown, Portland.

The construction of this great reservoir is not a power scheme, but a question of storage. No revenue will be derived from it, except as it comes indirectly through the use of the increased amount of river flow at the different sites and mill privileges along the river. It is pointed out that the plan is directly in line with the policy of the United States government in the conservation of its natural resources. It will save a vast amount of flood water which is at present wasted and reduce the consumption of coal which would otherwise be required for the development of power. The one great point of difference between this plan and those proposed by the United States government is that the several hundred thousand dollars required for this purpose is contributed by the corporations interested instead of by state or federal government.

Since 1885 the development along the Androscoggin river has been made possible by improvements in the storage system which was begun in 1878 by the Union Water Power Company. At that time the company obtained charter rights to build dams at the outlets of the Rangeley lakes, and through these dams the flood waters in the spring have been held for use during the seasons of drought.



(Copyright, 1910, Sawyer & Moulton, Portland, Me.)
VIEW OF "WASTEWAY" SHOWING FORMS FOR CONCRETE.
Solid rock formations here furnish an ideal foundation for the concrete structure that is to hold back billions of gallons of water.

The drainage system above Errol dam is nearly 1095 square miles, and this is divided into two parts, of about equal area. The eastern part comprises the two Richardson lakes, controlled by middle dam; Mooselookmeguntic and Cupsuptic lakes, controlled by upper dam; and Rangeley lake, controlled by Rangeley dam, with Kennebago lake, the latter not being used for storage purposes. The western part of the drainage area, containing about 500 square miles, has within its limits only Lake Umbagog, which is not large enough to hold the flood waters in the spring, so that each year vast quantities of water have been wasted, from lack of storage facilities.

The dam which is being constructed at the head of Aziscoos Falls is to form the new storage for this overflow. The present storage capacity in existing lakes is about 17,000,000,000 cubic feet. The new lake to be formed by the reservoir is composed of swampy marsh land, covered with a growth of small trees. Whatever of value may have been upon these lands in way of timber and wood will all be removed before the reservoir is completed. For a long series of years a wooden dam occupied the site of this new dam, but this was used for log driving purposes only.

The prosperity of all the towns and cities of the Androscoggin river valley has been dependent upon the development of the waterpowers along this river, and under this development of the waterpowers at Brunswick, Lisbon, Lewiston, Auburn, Mechanic Falls and Rumford Falls have been established. As an illustration of what this development has meant it may be stated that in 1860 the total assessed valuation of the towns along the Androscoggin river was $7,580,000, and in 1904 it was $34,072,000. The population of these same places increased from 23,034 in 1860 to 57,875 in 1900, and the census of the present year shows another large gain. In 1869, according to "Wells' Waterpower of Maine," the developed waterpower on the Androscoggin was estimated to be about 8150 horsepower; in 1885 the U. S. census report estimated the actual horsepower in use at 12,772; at the present time on the Androscoggin river (1910) there is used about 21,523 horsepower (actual) 11 hours a day and about 104,000 horsepower 24 hours a day, or a total of 125,523 horsepower during the day hours.

The value of the new reservoir will be seen by the statement that when it is completed there will be at no time any interruption of the work of the manufacturing establishments from lack of water, and not only this, but new enterprises can be started with no trouble from lack of water.

Work on this great enterprise was begun Sept. 1, 1909; the virgin forest first was cleared, and since that time quite a village has sprung up. A fine graveled road a mile and a half long has been built from the main road to the site of the new dam, and the old dam has been repaired and a big log sluice built, for taking of logs over the excavations and to carry the water during the summer season, so the construction of the permanent dam may not be affected. Two large buiklings are here for accommodation of the workmen, another for carpenters and foremen, a mess camp with seating capacity of 350 in another building; two blacksmith shops, a store, stables, cement sheds, icehouses and other buildings. A number of houses have been built by the laborers.

Two large cable way-towers have been erected, the cable connecting them weighing seven tons. All of the lumber is manufactured upon the site, a sawmill having been built for the purpose. To facilitate progress of the work 12 boilers, with capacity of from 30 to 50 horsepower, have been installed.

The transportation of supplies for this enterprise is a big item. Last winter 100 horses, on an average, were busy hauling supplies from the railroad station at Colebrook, N. H. The work is all being done under direction of Sawyer & Moulton, engineers, of Portland, Me.



(Copyright, 1910, Sawyer & Moulton, Portland, Me.)
SITE OF OLD DAM—ALSO SHOWING EXCAVATION FOR BUTTRESS.
The rugged range of mountains in the distance shows the nature of the country in which the big storage basin is located.

Cuba's Soil Resources the Basis of Her Progress

With immigration of the right sort and improved methods of farming it is predicted the island will become a power of importance economically.

HAVANA, Cuba—That Cuba has come through her reconstruction period as well as she has is credited almost entirely to the splendid natural resources of the island. As the mainstay of Cuba is agriculture and as the basis of agriculture is the soil it has always been possible for the Cuban people to rise as soon as they got ready to do so because the fertile lands responded to the smallest effort.

Although political conditions since the Spanish-American war have not been and are not now all that might be wished, the actual progress of the island has been great.

The total population of Cuba was in the latter part of 1907, 2,048,980. The area of the island being about 45,000 square miles the average population was about 47 per square mile, but in counting out the cities the rural population was, according to the census, much less than that, being only three persons per square kilometer in Camaguey province, 10 in Santiago and 17 in Pinar del Rio and Santa Clar provinces. It will be readily understood that with immigration of the right sort Cuba may in time become a power of importance, not alone politically, but also and more so, economically. In the sugar market, for instance, Cuba is a power today. This year's production amounts to 1,750,000 tons (approximate figures), but considering the present slovenly methods of sugar cane growing and the great amount of land that yet can be made to produce cane it would be conservative to say that with intensive culture the production could be doubled.

Tobacco, pineapples and citrus fruits are the chief export crops after sugar. This year's production of pineapples was 1,250,000 crates and the orange and grapefruit crop was very large also. A considerable amount of vegetables are produced in the winter for the United States market, but at other times of the year large shipments of vegetables are brought in for home consumption. Even hay and grain for feed are brought in, which is not necessary because corn grows well here and hay can be cured in great quantities. The Cubans themselves are not progressive agriculturists and the foreigners have not yet become acquainted with the conditions. General farming as conducted in the United States is almost unknown in Cuba. A sugar cane plantation is usually very large, but nothing but cane is produced. A fruit planter may produce a few other things for sale and for home use, but generally he does not produce enough for home use. Rice, for instance, can be grown and is being grown in small quantities, but more than $5,000,000 worth is imported each year.

Capital is being invested freely in Cuba, but at present in large enterprises only. The capitalist looks for land in several thousand acre tracts, whereas small farms would be of more benefit to the island.

Large enterprises in agriculture are almost entirely confined to sugar cane. But aside from agriculture mining is of considerable importance. Iron and copper are mined in eastern Cuba, as well as manganese and some gold. Coal, oil and asphalt are found in the western part of the island, and asphalt especially is mined in considerable quantities. The railroads in Cuba are well developed, compared to other industries. One line extends from Havana nearly to the west coast, 150 miles, and another east of Havana through the center of the island to Santiago, 540 miles. From these main lines branch lines extend to all of the larger cities on both the north and south coast, all of which are well equipped. From Havana two electric lines extend into the country for a distance of 50 miles each, and electric street car lines are in operation in all of the large cities.

Of harbors Cuba has probably more than any other country of the same size. There are now at least 15 deep water harbors besides a number of places well adapted for harbors which could be made good harbors at a reasonable expense. The harbor of Santiago is well known since the Spanish-American war. Guantanamo, where the United States naval station is located, affords good harbor facilities, and Nipe bay will undoubtedly in the near future be a great shipping port. Of all the ports in the islands Havana is the most important and undoubtedly always will be because of its tremendous possibilities. The city of Havana is, strictly speaking, an island, the harbor extending from the ocean to the rear of the city in a half circle, ending in a tidewater flat which is continued by a creek that widens out into a river before reaching the ocean on the other side of the city. It is quite probable that the harbor will be extended through that river in the future, making a harbor with two entrances.

With such a harbor and wharves on both sides all around the half circle Havana would be an ideal place for a free port.

Cuba has built some magnificent roads during the last few years as well as bridges, of which the one now being built over the Almendares river, the river mentioned in connection with the Havana harbor, is one of the finest. Havana is also building a sewer system. Excavations are being made through some of the streets so narrow that the houses have to be propped while the work is going on. The sewers are built of concrete, and from the city large tubes are laid across the harbor, led by a tunnel through the solid rock out to the ocean a long distance from the city. After this work is all finished the streets are to be repaved, for which work the contract has already been let.

Another work under contemplation in Havana is a bridge over the harbor connecting the city with fine building sites. A boulevard through the city is also planned. Money is also appropriated for the extension of the Malacon, a splendid sea drive much admired by all who visit Havana.

Another public improvement will be the President's palace to be built at the end of the fine boulevard, called the Prado, on the property recently acquired from the United railways. This will not alone enhance the beauty of the city, but it will also get the railroad out of the resident quarter.



VIEW OF A GOVERNMENT ROAD IN CUBA.
Great interest is reported in good roads and substantial highways are being laid out.



CONSTRUCTING SEWER SYSTEM IN HAVANA.
Photo taken near President's palace. A tunnel will go through the hill in the background to the ocean.



ONE OF CUBA'S MODERN CONCRETE BRIDGES.
The structure shown in the picture was built by the government over the Almendares river at Havana.

PRESIDENT HUTCHINS OF MICHIGAN RANKS WITH CHIEF JURISTS

ANN ARBOR, Mich.—The new president of the University of Michigan, Harry Burns Hutchins, has been identified with the university for many years and is considered one of the leading educators of the country in law.

Since 1905 he has been dean of the department of law and has brought about notable improvements. By lengthening and strengthening the course he accomplished the enlargement of the department, and his work has done much to give Michigan a high standing among the law schools of the country.

The college's new president is a native of New Hampshire, where he was born in Lisbon on April 8, 1847, and his early education and college preparatory course were obtained in eastern schools. He graduated from the University of Michigan in 1871, took a course in law and in 1876 was admitted to the bar.

Eight years later, however, he was recalled to the university to become Jay professor of law and held that chair until 1887, when he went to Cornell university to aid in organizing the newly formed law department of that institution. As professor of law and associate dean he remained at Cornell until 1895, when he again returned to Michigan to become dean of the law department.

When President Angell went to Turkey in 1897 to be United States minister to that country Dean Hutchins was chosen acting president. Thus he was tried in the most important executive office 12 years before his second appointment to it nearly a year ago, and his good record in the first instance was the cause of his being chosen again.

FARMERS' PHONE LINES A SUCCESS OVER THE SOUTH

ATLANTA, Ga.—In the last year 19 cities in the South, through their chambers of commerce or through some organization of the merchants and business men, have taken practical steps to induce farmers to build telephone lines and connect with their towns.

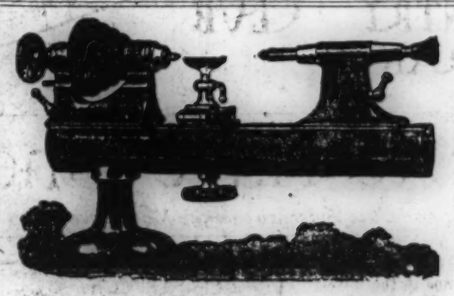
A writer in Progress tells how funds have been raised to assist the farmer in a financial way and the result has been even more successful and gratifying than was expected. Farmers in Georgia and Alabama are now selling their cotton and other products by telephone at higher prices than they formerly obtained when they first drove to town and ran the risk of finding conditions unfavorable.

The plan under which farmers secure universal telephone service and connection with a comprehensive system contemplates that a group of farmers band together in a cooperative organization, build the line and purchase the equipment. This requires a small cash expenditure, but the farmers own the telephones, wires and other material.

A flat charge is made for service. This monthly charge is very low and when divided among the farmers on the line as seldom more than 50 cents a month.

The fact that all the telephones are on one line is an advantage rather than an objection in rural districts. It enables a farmer to call every one of his neighbors without loss of time.

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Remarkable History of H.M.S. Resolute and Our President's Writing Table

A STORY OF INTERNATIONAL GOOD-WILL BY ERNEST C. MOSES

ON a bright, frosty morning, under an unclouded sky of an April day in 1852, an oceanic expedition started out from Greenhithe, Eng., which eventually provided the materials for two of the most friendly events ever recorded in the history of Anglo-American relations. It was the Arctic searching expedition organized to discover some trace of Sir John Franklin, who left England May 20, 1845, on a voyage of exploration toward the north pole, and was lost. This searching expedition was composed of H. M. ships Assistance, North Star, Pioneer, Intrepid and the Resolute, which was destined to have a remarkable career in connection with unusual international episodes.

The squadron was under the command of Sir Edward Belcher, C. B., and the Resolute was manned by a contingent of brave English seamen under Capt. H. Kellett, C. B., assisted by G. F. McDougall, master, who subsequently wrote a very interesting narrative of the expedition (1857).

The searching squadron sailed away from Greenhithe, on the Thames, at 5 a. m. on April 21 of the year stated, under auspices most favorable for any success which such an expedition might possibly achieve. But all the success of the undertaking was to be realized by one of its ships only—the Resolute—and that in a terminal consummation far remote from the glacial areas of the Arctic seas. As we shall see, she was not launched to ride the waters of fate unknown and unseen. This ship with its hardy name was destined to figure in an inspiring episode and finally to provide a souvenir which for many decades was to remind the chief executives of the American republic that Great Britain and the United States are united in a strong bond of fraternal sentiment and good will.

• • •

The little fleet of vessels quickly reached the North sea, and, with all sails unfurled in the spring winds of that charming April day, they bore off towards the northern coasts. They passed Noss Head and the bold promontory on which stands the celebrated house of John Groat, with the Highland of Hoy in the distant background, and bade adieu to the British mainland.

A few days later the little fleet weighed anchor at Stromness, Orkney Islands, and the crews of the ships visited the town, while delegations from the citizenship quickly returned these civilities and extended the hospitalities of the sea-island community to the Arctic navigators. After sending messages back to London, the commander of the squadron issued a bulletin of admonition and encouragement which was noteworthy in its purpose and statement. The document was printed and circulated among the crews of the squadron. The following extract represents the closing section of the commander's declaration:

"It is, I hope, from what I have seen (and from the feeling which I know brought the majority of the officers together to support me in this arduous undertaking), unnecessary to say more than that each will strive to maintain the general happiness of the community—that they will see the necessity of avoiding any subjects which may cause irritation, or difference of opinion; and that if any exciting discussions should arise between others, they will use their utmost endeavors to turn the conversation, or to soften irritating remarks which may unfortunately have escaped.

"To carry out this important service in which we are engaged, we should remember that all must pull together; that the success of the experiment is the success of all, and that according to the importance of the general result, so will they be entitled to ask for reward. . . . Let us strive to exhibit what can be achieved by discipline, good feeling, and that untiring zeal which is ever conspicuous in our noble profession." E. BELCHER.

Stromness, April 28, 1854.

• • •

Immediately after making this proclamation, the searching fleet sailed away from the islands, and the following year and a half were spent in trying to obtain some trace of the route and vessels of Franklin, the missing navigator. During this period of slow and laborious progress through the icebound seas of the north, nothing transpired beyond the incidents which are common to a polar expedition. But in September, 1853, the Resolute and one of the other vessels became firmly fixed in an ice pack, near the meridian of Point Griffith 74 deg. 41 min. north longitude. Effort frequently put forth to extricate the ships from the ice cradle in which they were tightly surrounded were unavailing, and they were finally abandoned after closing the ports and calking the hatchways, on May 15, 1854. Later all the men of the Belcher expedition were gathered together on the North Star and part of them were transferred to other English ships at Cape Riley, all landing safely in England, Sep. 28, 1854.

The expedition found no traces of Sir John Franklin but its mission was far from fruitless, for it left a seed of international amity and good-will implanted in the ice fields of North America which was not to perish during its long, chill sojourn in Arctic waters. The abandoned ship was destined to bear some fruit that should in due season nourish the heart of England's gracious Queen with sentiments which stand high in the estimate of the nations. A kind Providence had ordained that the Resolute was to survive its long vigil in the Arctic ocean and give birth to a most useful adjunct to one of the world's greatest administrative offices; therefore no evil fate was permitted to overtake the forsaken vessel.

• • •

In 1855 the whaling bark George Henry left New London, Conn., on a cruise to Davis straits. On the morning of Sept. 10 the captain of the bark, while in a field of ice, discovered a ship in the distance, and he finally overtook the derelict off Cape Mercy. The lone ship of the Belcher expedition was overhauled by Captain Buddington at a point over 1000 miles distant form the position in which Captain Kellett abandoned the vessels in 1854. The Resolute was found to be in a deplorable condition. The water tanks had ruptured and the hold was partially filled with water. With four force-pumps, it required three 14-hour days of hard labor by Captain Buddington and six men to pump the water out. A pair of fairly well-preserved epaulettes belonging to Captain Kellett was found in his cabin, and casks of provisions undamaged by the hyperborean frosts were found in the ship.

The captain of the American whaler decided to take his prize to New London. Placing his own bark under the charge of a subordinate, he took 11 of his men on to the British vessel and made his plans to start for home. With a poor lever watch, a quadrant, an imperfect compass, and with no chart by which to steer his prize, but a rough outline of the North American coast drawn on a sheet of foolscap paper, Captain Buddington squared away for his home harbor on Oct. 20. He waited a few days outside the ice-floe for the George Henry, but as the whaler did not appear, he sailed on alone for the south. While waiting for the George Henry the British bark Alibi (Captain Stuart) hove in sight and on being signaled came alongside the Resolute. After telling the British captain of his rescue of the ship, Captain Buddington handed over to him the epaulettes of the former commander and they were sent to Captain Kellett, finally reaching him in the West Indies.

The Resolute arrived at New London lighthouse, after a very difficult voyage, on Christmas eve, Dec. 24, 1855. The arrival of the English boat at the Connecticut port incited great interest and rejoicing among the maritime population and citizens generally. Arriving in America at the season of gift-giving, it seemed that the destiny of the Resolute took on a new hue, for it subsequently became a medium of very conspicuous gifts between the two nations, thus illustrating the inherent unity of the human race.

The New York Herald published an interesting account of Captain Buddington's courageous achievement on Dec. 27, and immediately Crompton, the English minister, entered a claim to a "continuing right" to the ownership of the prize. The minister then conferred with him home government in London, and the authorities quickly waived all claim and right to the vessel, thus making it the unchallenged property of Captain Buddington by force of common maritime law.

Congress then performed a most commendable act by purchasing the Resolute for the sum of $40,000, and the boat was conveyed to one of the government navy yards and refitted with great care for Arctic service. The next grand step taken by Congress was to present the renovated vessel to Queen Victoria and the people of Great Britain. This was accomplished by a joint resolution of the House and Senate, Aug. 28, 1856.

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On Nov. 13, 1856, the Resolute left New York under the command of Capt. H. J. Hartstene, U. S. N., and one month later, after a boisterous voyage with a furious gale raging, the vessel arrived at Portsmouth, Eng. Immediately upon letting down her anchor in English waters the St. George cross was displayed at her masthead, beside the stars and stripes of the American Union. A royal salute was fired from the H. M. flagship Victory, from the fortifications and from the gunboat Shannon at Spithead. Sir Charles Wood, first lord of her Britannic Majesty's admiralty, had arranged for a royal welcome to Captain Hartstene and his officers, including accommodations at the best hotel, a bountiful supply of fresh provisions for the crew of the Resolute, and railroad passes to London. Invitations of hospitality were showered upon Captain Hartstene from municipality and military authorities, scientific associations and clubs without number.

Queen Victoria expressed a desire to see the boat of wonderful history and it was towed to Cowes and secured to the place of royal embarkation at Trinity wharf. It was there visited by the royal party, including the Queen, Prince Consort Albert, Prince of Wales (the late King Edward), the Princess Royal and Princess Alice.

In presenting the Resolute to the Queen, Captain Hartstene delivered the following simple, but very eloquent speech:

"Allow me to welcome your majesty on board the Resolute and in obedience to the will of my countrymen and of the President of the United States, to restore her to you, not only as an evidence of a friendly feeling to your sovereignty, but as a token of love, admiration and respect to your majesty personally."

The Queen listened to this brief address with much interest, and at its conclusion merely replied with a gracious smile: "I thank you, sir."

She then invited Captain Hartstene to dine and spend the night at Osborne, extending an invitation to the officers to visit the royal palace and grounds. The Queen also ordered that the sum of £100 should be distributed among the crew of the Resolute.

On Dec. 30 the formal presentation to the English people took place, and Captain Hartstene then delivered the following address to Vice-Admiral Sir George Seymour, who accepted the vessel for the British admiralty:

"Sir, the closing scene on my most pleasant and important mission has now to be performed. And, permit me to hope that long after every timber in her sturdy frame shall have perished, the remembrance of the old Resolute will be cherished by the people of the respective nations. I now, with a pride totally at variance with our professional ideas, strike my flag, and to you, sir, give up the ship!"

In responding Admiral Seymour declared "that the graceful act on the part of the United States, toward this country, and the courteous manner in which it has been carried out by Captain Hartstene will ever live in the memory of the people of England."

A few days later Captain Hartstene was entertained at dinner by Lord Palmerstone, secretary of state for foreign affairs, and also by the municipal authorities of Portsmouth. When he was ready to return to America, Sir Charles Wood placed at his disposal a vessel to make his homeward trip, and the generous offer was promptly accepted by the commander and his officers.

Little indeed could Captain Hartstene foresee of the future of those timbers which comprised the "sturdy frame" of the Resolute. Her eventful career as a silent ambassador of international good-will was by no means ended with the act of restoration just narrated. There were vacant pages in her log yet to be filled out. Her name and fame were scheduled to appear again on the program of international courtesy in a most pleasing way. There were noteworthy materials in the Resolute's construction which in the fulness of time were destined to be transformed into a souvenir of suitable character to represent a gracious Queen's appreciation of the fine spirit of generosity manifested by the American Congress. But years and decades must elapse before this sentiment should blossom into expression.

• • •

For nearly a quarter of a century after her return to her majesty's service, the Resolute played a humble part in Britain's marine affairs. She was possibly more celebrated because of her gallant rescue from the ice of North America, and for the fine spirit of goodwill which attended her return to the Queen's service, than for anything which was thereafter accomplished under her sails. In any event, a rich seed of international friendship was sown in the warm heart of Queen Victoria by the event, and like all noble deeds of brotherly kindness it was bound to beget its like. For 24 years the good Queen cherished the recollection of all that attended the generous restoration of the Resolute to her service, and her appreciation finally took substantial form when the vessel was retired from service.

It was decided to dismember the famous ship in 1879-80, and when her timbers were taken apart at Chatham dockyard, the Queen saw a grand opportunity to permanently write in American history her appreciation of the courtesy of the Thirty-fourth Congress, and her love for the people of the new world. So with this agreeable end in view she ordered that the very best materials among the English oak timbers and planking of the Resolute should be carefully selected and transformed into a massive writing table to be sent as a royal present to the President of United States. The table was designed and finished in a style which made it suitable for the richest palace of the British realm. A tablet was affixed to the top center drawer of the table, announcing the history of the two important events which attended the career of the Resolute, in the following durable inscription:

"Her Majesty's ship Resolute forming part of the expedition sent in search of Sir John Franklin in 1852, was abandoned in latitude 74 deg. 41 min. north, longitude 101 deg. 22 min. west on May 15, 1854. She was discovered and extricated in September, 1855, in latitude 67 deg. north, by Captain Buddington of U. S. whaler George Henry. The ship was purchased, fitted out and sent to England as a gift to Her Majesty Queen Victoria, by the President and people of the United States, as a token of good-will and friendship. This table was made from her timbers when she was broken up, and is presented by the Queen of Great Britain and Ireland to the President of the United States as a memorial of the courtesy and kindness which dictated the offer of the gift of the Resolute."

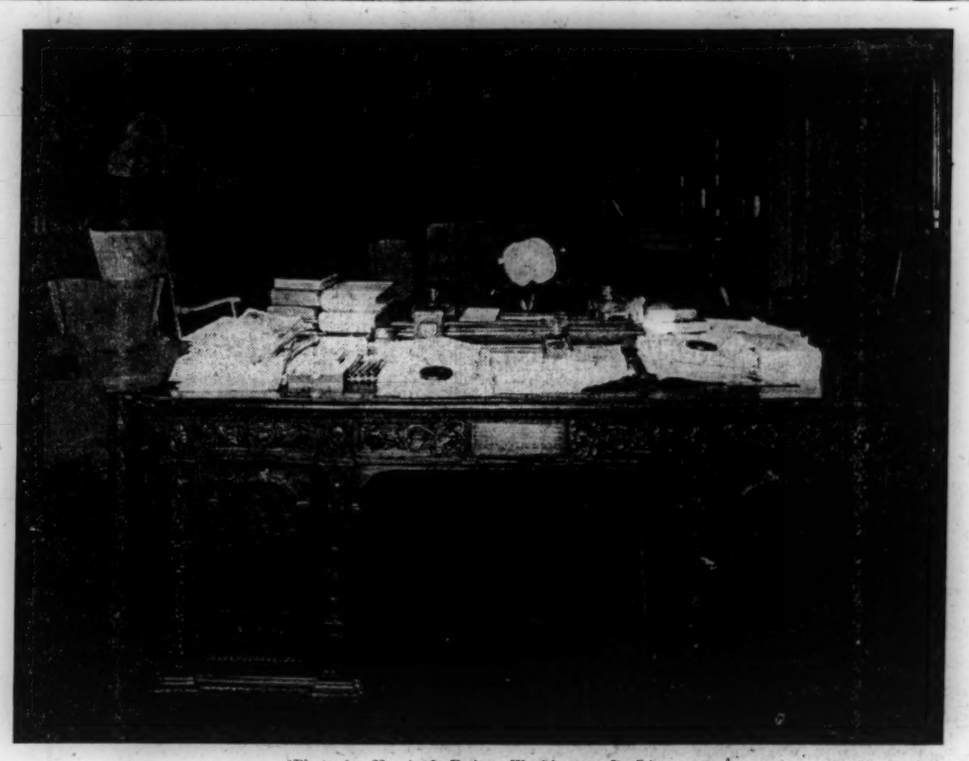
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The writing table, representing the compact residue of all that was best in the timbered construction of the Arctic ship, was then sent to America with appropriate friendly expressions from the Queen's official representative, Victor Drummond. The table arrived safely at the White House in Washington on Nov. 23, 1880, (during the last year of President Hayes' administration). Very little attention was paid to this notable presentation by the press on either side of the Atlantic. The New York Times presented a three-inch notice of the arrival of the present at the capital, in its edition of Nov. 24. Under the heading of "A Royal Gift to the President," the notice presented the text of the inscription and stated that the table "was made of live oak, weighs 1300 pounds, elaborately carved, and altogether it is a magnificent specimen of workmanship." On the twenty-fifth the London Times devoted a four-line notice to a mere announcement of the arrival of the table at Washington. The gracious act of England's Queen never was accorded the recognition which it certainly deserved.

For the past 30 years this beautiful, substantial and practical souvenir of cordial international friendship between Great Britain and America has continued to serve a good purpose as the official writing desk of the chief executives of the United States. President Taft now transacts the business of the presidential office on this celebrated writing table of romantic history. It daily confronts the head of our nation as a reminder of the friendship and good will which exist between the great English-speaking nations of yesterday and today.

It is doubtful if any other ruler in the old or new world is permitted to exercise the official functions of his administration on a desk evolved from such a romantic and wonderful chain of circumstances. With the memory of the inspiring and majestic interchange of courtesies which have attended its history, how can work performed on such a grand souvenir ever bear the slightest relation to "that dry drudgery on the desk's dead wood" of which Charles Lamb complained? The wood drawn from the frame of the Resolute is inanimate, but the affection which prompted the gift and the intelligence which formed it are linked to the divine, and will preserve the memento down through the centuries to encourage peace and friendship among the nations.

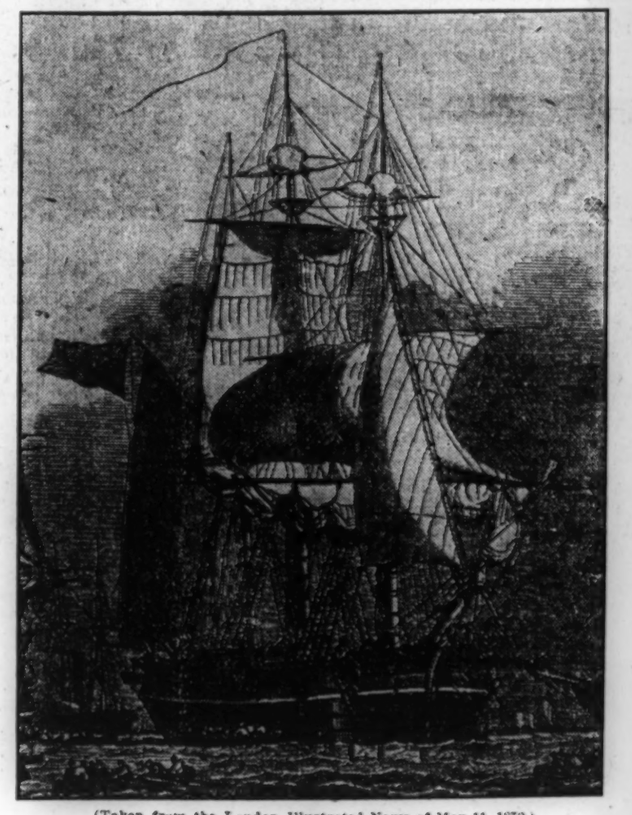
May all the official acts transacted on the surface of this wonderful writing table be as thoroughly grounded on the principles of justice, benevolence and good will as were the noble expressions of international kindness of heart which made the history of the Resolute so conspicuously interesting and gracious.



(Photo by Harris & Ewing, Washington, D. C.)

ROYAL GIFT TO THE PRESIDENT OF THE UNITED STATES.

Desk made from timbers of the British ship Resolute and sent to President Hayes by Queen Victoria. The vessel was abandoned in Arctic waters, saved by a United States whaler and presented by the country to the Queen of England.



(Taken from the London Illustrated News of May 11, 1850.)

BRITISH SHIP RESOLUTE.

The picture shows the vessel as it appeared in Captain Austin's Arctic expedition in 1850, two years prior to its sailing in the Belcher expedition in search of Sir John Franklin.

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Progressive Waterway Development in Alabama

This southern state is favored with a beautiful system of big rivers.

MOBILE, Ala.—Perhaps no state in the Union has a more beautiful and perfect system of waterways than Alabama. On the north, the Tennessee makes a deep curve into its territory, entering on the northeast and leaving on the northwest. The Chattahoochee on the eastern border drains a narrow strip, and west of this in the southern portion the Conecuh with its tributaries carries its waters to Pensacola bay through the Escambia. The Mobile basin, beginning close to the Tennessee and stretching across the state with tributaries coming from Georgia on the east and from Mississippi on the west, embraces by far the greater part of the state, a part rich in iron, building stone, cement and other mineral treasures, as well as possibilities of water power. The crying need has been the development of these waterways. Now progressive ideals of development seem to be well established.

The Black Warrior river, formed by two large forks in the upper part of the Mobile basin, was originally closed to navigation on account of shoals at and above Tuscaloosa. At present 6-foot navigation is afforded about 15 miles above Tuscaloosa, and work beyond is progressing rapidly. Lock No. 16 will be finished in less than a year, and the next to be built, lock No. 17, will cost over $500,000.

On the Warrior, as the river is called below Tuscaloosa, navigation was once impossible at low water, but today six locks and dams with a lift of 60 feet afford a channel for barges of 6 feet draft at mean low water all the year round between Demopolis and Tuscaloosa. At Demopolis the Warrior enters the Tombigbee river.

Through packet service from Mobile to Tuscaloosa by way of the Tombigbee river was established in 1909 and four towboats with a number of barges are in use on the upper river. The all-year-round six-foot navigation is expected to effect a mighty development of the interior. The tremendous industrial gains in the Birmingham district, reaching far and wide, as well as the needs of undeveloped localities, call for the best possible equipment in transportation.

The Alabama, formed by junction of the Coosa and the Tallapposa 11 miles below Wetumpka on the Coosa, makes a link of 312 miles from that point to its junction with the Tombigbee in a waterway 815 miles long from the Oostenaula and Coosawattee rivers in Georgia to the Gulf of Mexico. During the past year a tremendous amount of development work has been done on the Alabama river. Shallows, once impassable at low water, have been made navigable all the year round by installing jetties at several points, and thousands of cubic yards of sand and gravel have been removed from the channel with stumps, snags, logs and overhanging trees. It is proposed to apply the available balance of funds for this year to operating suction and dipper dredges, one snag boat and to building and repairing works of construction. Early in September this year a barge line from Mobile to Montgomery was inaugurated and officially welcomed at Montgomery.

The Coosa river has always been navigable for light-draft boats from Rome, Ga., to Greenport, Ala. (162 miles), and on this part of the river, improvement by works of contraction and channel excavation is entirely practicable except near Rome, where a lock of low lift will be required. From Greenport to Wetumpka, however—142 miles—locks and dams are required in conjunction with works mentioned above. Locks 1, 2 and 3 have been completed. Of late work has been confined to the improvement and maintenance of the channel between Rome, Ga., and dam 4 in Alabama.

The Chattahoochee river is in fair condition below Eufaula, Ala., with available low-water depth of 3½ feet, but between Eufaula and Columbus, Ga., a number of bars and isolated obstructions still cause trouble. During the last few years more liberal appropriations have permitted more vigorous prosecution and needed work. As a result Columbus has become the head of navigation.

Mobile harbor lies in the southern part of Alabama at the mouth of the Mobile river system, draining one of the largest and richest areas in the South, the Mississippi river territory excepted. Mobile bay is directly connected with the Gulf of Mexico.

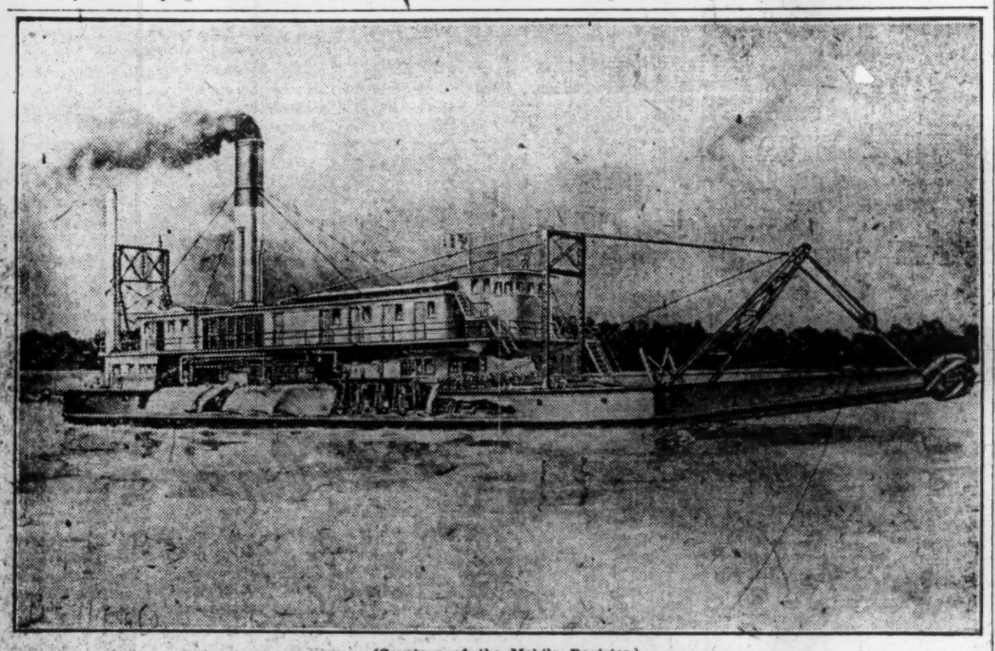
This year division and district engineers recommended a channel for Mobile harbor with a width of 250 feet in the bay and 300 feet in the river. These plans were approved by the board of review except that the channel width in the bay was changed to 200 feet "for the present." The new work with the creation of a turning basin to straighten the present channel and double its present width will take at least four years.

With the recent appropriation by Congress and the remainder of the old fund the amount now ready is $525,000. It is expected that during the approaching short term of Congress another appropriation will be passed, to provide for operations during the succeeding two years.

A new dredge built in Baltimore for deepening Mobile bay and river channel represents an outlay of $250,000. It is expected to begin work in December. The dredging of the Mobile city wharves, which began in August of this year, makes the maximum depth 24 feet, whereas in some places the river near the wharves had a depth of but 10 feet before the operations started.

Increase in the commerce of Mobile since the Spanish-American war has shown the lack of facilities for receiving and despatching vessels. Enlarging the two railroad docks, which are owned by the city, failed fully to meet the demand. The settlement of lawsuits over river front property opened the way for greater improvements.

The site of the first privately owned docks—those of the Turner-Hartwell Company—was originally the Choctaw swamp, a dismal looking place. This has been blotted out. By dredging the shore has been raised several feet above high water, a provision which will be valuable in case of extraordinary tides, which occasionally visit the gulf coast. The terminal facilities of these docks include the longest dock on the gulf and the second longest slip in existence.



(Courtesy of the Mobile Register.)

NEW DREDGE FOR EXTENSIVE HARBOR WORK AT MOBILE, ALA.

Machine costing quarter of a million dollars is nearly ready to begin deepening bay and widening river channel.

NEBRASKAN FISH FARM PROJECTED

LINCOLN, Neb.—Two Nebraska farmers, Frank Young and Erie Johnson, who live near Minatare in western Nebraska, have decided there is as much or more money and considerably less work in fish than in feeding 60-cent corn to cattle.

They have made arrangements with the bureaus of fisheries of the United States department of agriculture for all the fish eggs and fingerlings they are entitled to. These will be turned loose in the irrigation ditches and the ponds on their ranches.

Bass, pickerel, pike and perch will constitute most of the stock, though some trout will be secured from the mountain hatcheries at Bozeman, Mont., and Leadville, Col., for the clearer ditches and ponds.

VACANT HOUSES IN GREAT BRITAIN

LIVERPOOL—The United States consul here has compiled some statistics on house vacancies in the chief cities of Great Britain. With a population of 4,758,218, London had 39,099 unoccupied houses—by the way at an average of five persons to a house these vacancies would shelter a city of 200,000 population. Glasgow (population 847,584) had 17,000 unoccupied houses; Liverpool (746,144), 6900; Manchester (643,148), 9928; Birmingham (353,155), 8461; Leeds (470,268), 6875; Sheffield (435,553), 4907.



Swift's Premium Calendar for 1910

"The Courtships of American Poetry"

Four large, beautiful pictures in 13 colors that everyone will prize—

Hiawatha and Minnehaha — Priscilla and John Alden
Maud Muller and the Judge — Evangeline and Gabriel

This charming calendar depicts the courtships of the four most famous romances of American poetry—dear to every American as typical of the sweethearts of long ago. The scenes are historically correct, with all the quaint surroundings and costumes of the period. These fine pictures are taken from celebrated paintings and below each is a suitable quotation from the poem. There is no advertising on them to prevent framing.

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10 cents, coin or stamps,
or—one cap from a jar of Swift's Beef Extract,
or—10 Wool Soap Wrappers.

(In Canada 10 cents additional is required on account of duty)

Swift's Premium Hams and Bacon have passed another year of favor with the housewife because of their high quality and mild, delicious flavor. When you order, be sure to say "Swift's Premium" and you will get the best the market affords. At all dealers.

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USE A

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This is not true of imitations, neither do they possess the same properties, even when new.



When we call upon a store buyer our salesman must interest him to hold his attention; he not only tells, as we tell you, what our Dusters will do but he proves it on the spot.

Not only does he wipe up dust in a strong light, where every speck in the air can be seen, to show that none is scattered; polish finger marked places on his mahogany desk, also mirrors and cut glass (proving there's "No Oil to Soil") but he shakes flour into the seams of silken garments and rubs it in till the surface is gray and looks as if it could be cleaned only with great difficulty, then he takes it out with the Dustless-Duster merely by brushing lightly in each direction. No rubbing at all is necessary.

Wouldn't You Be Interested? He Is

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If it were possible, we would like to show these dusters to you in person just this way; as we cannot

Won't You Let Us Mail You One?

Full Standard Size Costs TWENTY-FIVE CENTS (25¢)

Or we will send small sample for nothing.

Carson, Pirie, Scott & Co. of Chicago wrote us Sept. 22, '10, that during April, May and June they had 100 to 125 orders for Howard Dust Mops ahead of their supply at several different times.

Write for our illustrated "Dust Book A" describing all our goods, the many things they do and how they came to be made.

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Or, rather, two thousand

"dear old ladies" who may be *the* one. Every state has its claimants—and they're still coming. Sons, daughters, husbands, friends, have all joined the search.

An editor of THE DELINEATOR is touring the country all the time, making "Little Visits to Dear Old Ladies." Here is the most interesting one she has found so far. Perhaps you'll think she is *the* old lady. That's why we are printing her story in the big Christmas Number of

THE DELINEATOR

Thanksgiving Number

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, NOVEMBER 23, 1910.

Section Four

North Carolina Builds Mile of Good Roads Daily

Written specially for the Thanksgiving Monitor by Joseph Hyde Pratt, Ph. D., state geologist of North Carolina.

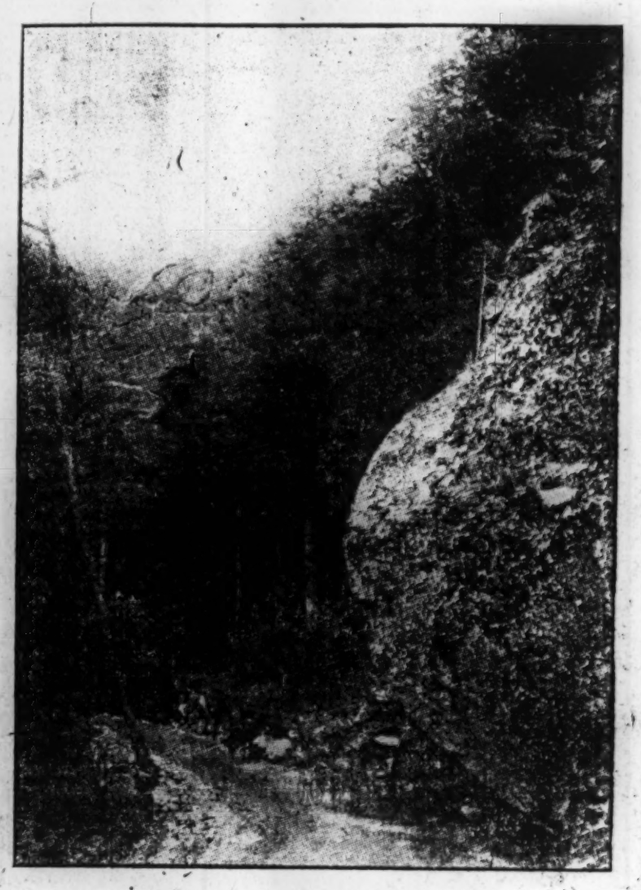
CHAPEL HILL, N. C.—One of the most important problems confronting North Carolina today is that relating to the construction of good roads. The state, while she realizes the value of good roads and is making tremendous strides toward creating a demand for them and providing means for their construction, also realizes that notwithstanding the splendid showing already made, a still more concerted action on the part of the people is yet necessary before the state can reap to the fullest the benefits resulting from good roads.

North Carolinians have expressed their desire for good roads and are now demanding them, and while we are not yet making as rapid progress in good road construction as we would like, yet we are advancing and advancing rapidly, at the rate of over one mile of good new road per day. During the past year the state has added 403 miles of good road to her total, and these good roads mean roads that are good 365 days in the year, having been surfaced with macadam, sand, clay or gravel. Besides this mileage of good roads she has improved other roads by eliminating grades, etc.

One of the main reasons why North Carolina and other states are so far behind in their good road construction is that they have failed to expend their revenue of both labor and money which have been available for road work to the best advantage. North Carolina is realizing the mistakes she has made, and that are still being made, in many of the counties of the state and is now trying to have all her road work, whether it is the construction of new roads, repair of old roads or maintenance of roads, done under the supervision of competent road engineers. Many of the people see the necessity of this, and it is expected that the Legislature of 1911 will pass an act making a sufficient appropriation to the highway division of the North Carolina geological and economic survey to enable it to give to all the counties and townships desiring it engineering assistance and supervision in the construction of their roads.

One important result of the educational work and engineering assistance that has already been provided by the state is that the people of the state are now fully alive to the value and need of intercounty and interstate highways. Such highways are being surveyed and located which, when constructed, will connect the seacoast with the mountains; will connect North Carolina with Virginia on the north, South Carolina and Georgia on the south, and Tennessee on the west. These through highways are to be made first-class and surfaced with some material such as macadam, or, sand and clay which will insure their being in good condition throughout the whole year. Experiments have shown that the sand-clay road when properly constructed gives almost perfect satisfaction; and when kept in perfect condition the cost of hauling a ton per mile is only eight cents, which is the same as the cost of hauling the same load over the best macadam. It will withstand the traffic of wagons and automobiles full as well as macadam, but has to be worked on a little more constantly than macadam.

In eastern North Carolina where rock formations are extremely rare, the sand-clay road is becoming the universal good road; and its cost in this section is about one fifth to one sixth of the macadam. As we approach the center of the state, we find more macadam and gravel roads, and in the west-central and western part of the state a still larger percentage of macadam roads. Experiments have shown, however, that the sand-clay road can be constructed and maintained in central and western North Carolina just as satisfactorily as in eastern North Carolina, and now the sand-clay road is beginning to be used quite extensively in these sections of the state, especially in the more remote portion of the counties and communities, with the macadam roads leading to town and railroad.



(From Bulletin 18, North Carolina Geological Survey.)

BUILDING GOOD ROADS THROUGH THE MOUNTAINS.

Here is a photograph taken at a picturesque spot along the Yonahlosse road, Blowing Rock to Linville.

The following special through highways are now being constructed in North Carolina, which, when completed, will add more to the wealth and do more to advance the educational and religious development of the state than any other movement ever started in the state:

The Charlotte-Wilmington highway, passing through Monroe, Wadesboro, Rockingham, Hamlet, Laurinburg, Maxton and Lumberton, will connect the county seats of the southern tier of counties with each other and the continuation of this road westward from Charlotte, which is known as the Charlotte-Asheville highway, through Gastonia, Kings Mountain, Shelby, Rutherfordton, Chimney Rock, Hickory Nut Gap and Fairview will, when completed, make a good road connecting the mountains with the seashore. Most of the counties through which this highway passes are already at work building their links.

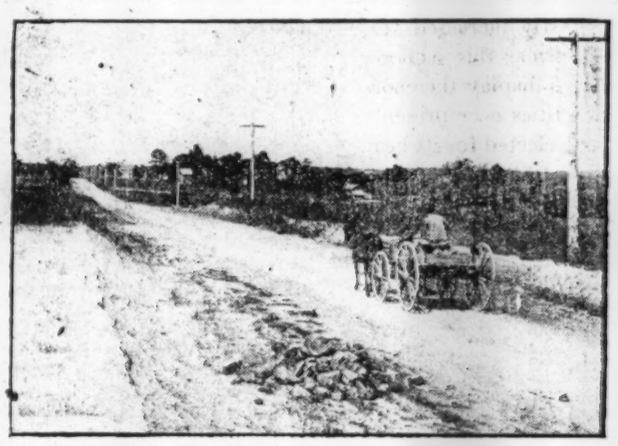
The "capital to capital route," which is being advocated to connect Washington with the southern capitals, passes through North Carolina at Oxford, Durham, Raleigh, Apex, Jonesboro, Vass, Southern Pines, Pinehurst, Jackson Springs and Rockingham and, with the exception of 20 miles, is now in first class condition.

The national highway from New York to Atlanta passes through the Piedmont section of North Carolina, through Rockingham county to Winston-Salem, to Lexington, Salisbury, Concord, Charlotte, Gastonia and Kings Mountain and many of the counties and townships are at work on their links of this highway.

A triangular road, known as the Raleigh-Greensboro-Winston-Salem-Pinehurst road, has been surveyed and committees have been appointed to provide for the construction of its three sides. The one from Raleigh to Pinehurst follows the "Capital" route; the side of the triangular route from Pinehurst to Winston-Salem is via Eagle Springs, Biscoe, Asheboro and High Point, and work is now going on at many points along this route; the third side of the triangle is from Raleigh to Winston-Salem via Durham, Chapel Hill, Saxapahaw, Graham, Burlington, Elon College, Greensboro, Kernersville, to Winston-Salem. This road is nearly complete and now plans are on foot to extend this highway further westward, following up the valley of the Yadkin river through Yadkinville to Wilkesboro and Patterson, where it will connect with the Lenoir-Blowing Rock turnpike, which is one of the gateways to the "Crest of the Blue Ridge Highway." This latter highway is one of the most gigantic propositions ever mapped out for road work in North Carolina.

To build a highway along the backbone of the Blue Ridge may at first thought seem to be an impossible and impracticable proposition, but as one begins to study the problem it will be found that the construction of the road is not only possible, but that the proposition is very practical. Such a road when completed would undoubtedly stand among the greatest scenic highways of the world, and it would soon become one of the chief attractions of this country, and would undoubtedly rank in interest and importance with the Yosemite valley of California, Grand canyon of Arizona, Yellowstone park of Wyoming, Crawford Notch of New Hampshire and the Palisades of the Hudson. While this may seem to be a very large claim for this highway, yet when it is realized that the Southern Appalachian mountains are considered by travelers who have visited nearly all mountain regions of this country and Europe, to be one of the most beautiful sections of the world, we are justified in making such a claim. The section of the Southern appalachian mountains which this proposed highway will traverse contains the loftiest peaks east of the Rocky mountains, with mountain slopes covered with a very varied fauna and flora, such as is not found in any other section of this country. The grandeur of the scenery, comprising as it will extensive views into the Piedmont region, the nearer views of deep valleys and mountain tops and ridges, with here and there a beautiful waterfall and many streams of clear crystal water, will make a ride over this highway one never to be forgotten.

When fully completed this highway will extend from Marion or Roanoke, Va., across North Carolina to South Carolina and Georgia, with branch roads extending into Tennessee and Piedmont, N. C. Nearly the whole distance of this road will be near the crest of the Blue Ridge. Thus far, all the engineering work that has been done on this highway has been within North Carolina; and in this state it extends from Jefferson to Boone, Blowing Rock, Linville, Altapass, Switzerland, and from this latter point it enters the most rugged country of the southern Appalachian region, and will pass through Buck Creek gap, Toe River gap and Bull gap on to Asheville. At Toe River gap another road will follow the main line of the Blue Ridge to Hickory Nut gap to Hendersonville, and on into South Carolina and Georgia.



A STRETCH OF NORTH CAROLINA GOOD ROADS.

View shows the Hillsboro road, a well-made thoroughfare leading out from Durham, Durham county.

MAYOR GAYNOR OF NEW YORK

Chief executive of America's metropolis is a nation-wide figure today.

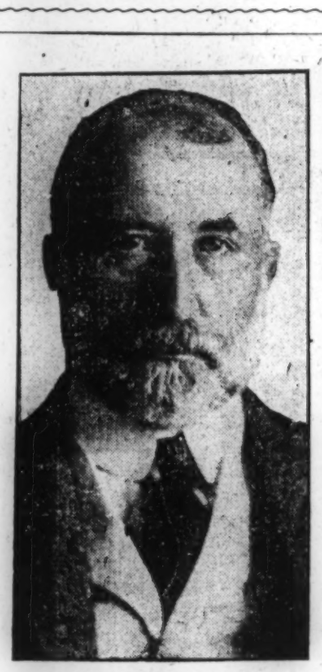
NEW YORK—The city of New York is not the Empire State, nor does Mayor William J. Gaynor as an individual mean more than any other citizen. But in view of the year, almost at a close, a record of what has transpired within this respective commonwealth must take full account of the municipal changes in the metropolis, and of the man who is reponsible for a great political transformation.

Mayor Gaynor has accomplished in a remarkably short time much that well-meaning reformers for years have been unable to bring about. He has proceeded along calm, judicial lines. There have been no fireworks attending the solving of municipal problems. The mayor of New York has constrained himself, even where to an apparent good purpose he might have shown himself a little more dramatic. He assumed office under conditions which apparently laid him open to criticism, and brought from his friends, even, the remarks that his task was too huge for any one man, no matter if he had the best purpose in the world.

Mayor Gaynor will end the first year of his administration with this to his credit—that, as the chief magistrate of the greatest city in the United States, he has stuck persistently to his course and apparently succeeded. He might have been the Democratic nominee for Governor. Perhaps Mayor Gaynor could have convinced the New York voters that in electing him Governor the cause of Democracy and the interests of the state were best served. He refused to desert the city hall, and larger political aspirations, if such he possessed, have been brushed aside.

No matter what the next three years prove Mayor Gaynor to be, the 11 months gone by show results that may be considered concrete. To begin with, he made it a first duty to conduct in person whatever housecleaning he considered essential to the municipality. He did not depend on the heads of the departments to do this work for him. Mr. Gaynor took the broom in hand and he also took good care that no cobwebs were left hanging in the corners. He did the work thoroughly.

In New York city the board of estimate is the entrance, so to speak, to the treasury of the metropolis. There is, of course, the comptroller to examine and superintend the distribution of money. The finance department looks after expenditures and is guarded carefully by Comptroller Prendergast. But the board of estimate is the cash box of the city to the extent that no appropriation can be made without the board's consent. It was in the board of estimate that former administrations found themselves hopelessly entangled, because of the political obligations and preferences. Great undertakings were halted because the board of estimate failed to sanction them. The subway plans were not acted upon. There were continual differences between the board and the public service commission in regard to what the city should have or should not have in the matter of further rapid transit.



(Copyright, Pach Bros., New York.)

MAYOR WILLIAM J. GAYNOR.

Then came the change. Mayor Gaynor stepped from a judicial position which had afforded him an opportunity for studying men and methods. He walked quietly into city hall. In his unpretentious office he took up his work. He made few promises to gladden the heart of the political hangers on. But he asked many questions, and then he decided deliberately.

To begin with—and here is the most important phase of the work to date—Mayor Gaynor saw to it that a better understanding prevailed between the city administration and the public service commission. The new tri-borough transit system, involving an expenditure of more than $130,000,000, was put under way through the recent advertising of the bids. Whether private capital or city money does the digging matters little. The question was to get more and better transportation facilities from the heart of Manhattan to the more important outlying points. The Bronx and the farthest reaches of Long Island have been considered. There will be more subways and better ones. An unfortunate circumstance which prevented the mayor of New York from taking a midsummer vacation abroad brought him into the public eye as a national figure. Mayor Gaynor would much prefer to be taken locally, as it were. He has informed his friends and others interested that he sees his work cut out for him. He hopes for strength and guidance to make him capable to do his full duty. Three years more of the Gaynor administration should add greatly to his experience and furnish New York with something valuable municipally considered.

Mayor Gaynor has a saying which he employs frequently, although the exact manner in which he expresses himself varies with the occasion. It is: "No man ever got a dividend out of a quarrel." Because of this conviction he was able to bring the striking express company employees and the officials together and in this manner avert what might have had still more serious consequences.

He also made this axiom good when he entered the board of estimate and found elected with him to the board several who were politically his opponents. He soon made it apparent that, so far as he was concerned, there never should arise the occasion when he would not be found willing to listen to advice. He impressed his fellow workers on the board with his sincerity and harmony has existed up to the present.

The police situation is an issue. In the absence of Mayor Gaynor, acting Mayor Mitchel, the president of the board of aldermen, in the pursuance of his duties found that, in his estimation, the department had been lax. He told the police commissioner that the men ought to get busy. He went even further and asked Mayor Gaynor, who was then at his country place at St. James, to sanction the removal of Police Commissioner Baker. This removal was not sanctioned at the time, but later the mayor made the changes that he believed best for the city's interests. No doubt the police department of New York can be improved. Mayor Gaynor is by no means blind to the possibilities of making the department better. But he has made up his mind that he can go no faster than his legs will carry him, and while a new commissioner has been appointed, he again puts to the test his

(Continued on Page Four, Column Six.)

NEW JERSEY'S PRIMARY LAW

People of state testing plan for popular elections.

BY HENRY ECKERT ALEXANDER
Editor of the Trenton (N. J.) True American.

TRENTON, N. J.—The people of New Jersey are eager for the fullest possible latitude in nominating their own candidates for public office.

For years they have been demanding more adequate and more comprehensive primary election laws and the state legislative machinery has been gradually and grudgingly meeting their demands, as if the right to make nominations was something that belonged inherently to the politicians.

Every primary law that has thus far been enacted has been seized upon and employed by the voters with an avidity that signifies their appreciation of their rights and of their duties in governmental affairs.

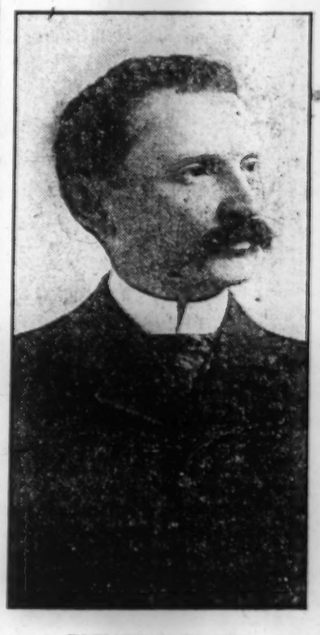
Under the Stokes law of 1907 the voters of this state may now nominate by direct primaries their candidates for the state assembly and members of the state Senate. They may also signify their preferences for United States senator, but in the latter instance the matter virtually ends with an expression of preferences, for the law does not require that the Legislature shall give effect to the popular will by electing to the United States Senate the candidate who has received the majority of the popular vote.

Under a law passed by the Legislature of 1910 the people may express a choice for their party committeemen, and the courts have given effect to this law by declaring that where such choice has been made the committeeman so chosen shall be regarded as the official representative of his party organization in the district in which he has been chosen. But thus far the people have been denied the right to direct primaries in the selection of a Governor and Congressmen. The demand for a law of this kind is admitted to be general and unmistakable, however.

The law relating to the selection of United States senators is just now receiving its initial test and has given rise to an interesting situation in New Jersey. In the primary elections this fall there were senatorial aspirants in the field for the favor of both the Democratic and Republican voters. The choice of the Democrats was James E. Martine, of the Republicans former Governor Edward C. Stokes. Now the question is, if the next Legislature is Democratic will it elect Martine, and if it is Republican will it elect Stokes?

That the Legislature will remain Republican seems a practical certainty, and the public is chiefly interested therefore in speculation as to what the Legislature proposes to do with Mr. Stokes, or, what is infinitely more important, what the Legislature will do with the expressed

(Continued on Page Two, Column Four.)



EDWARD C. STOKES

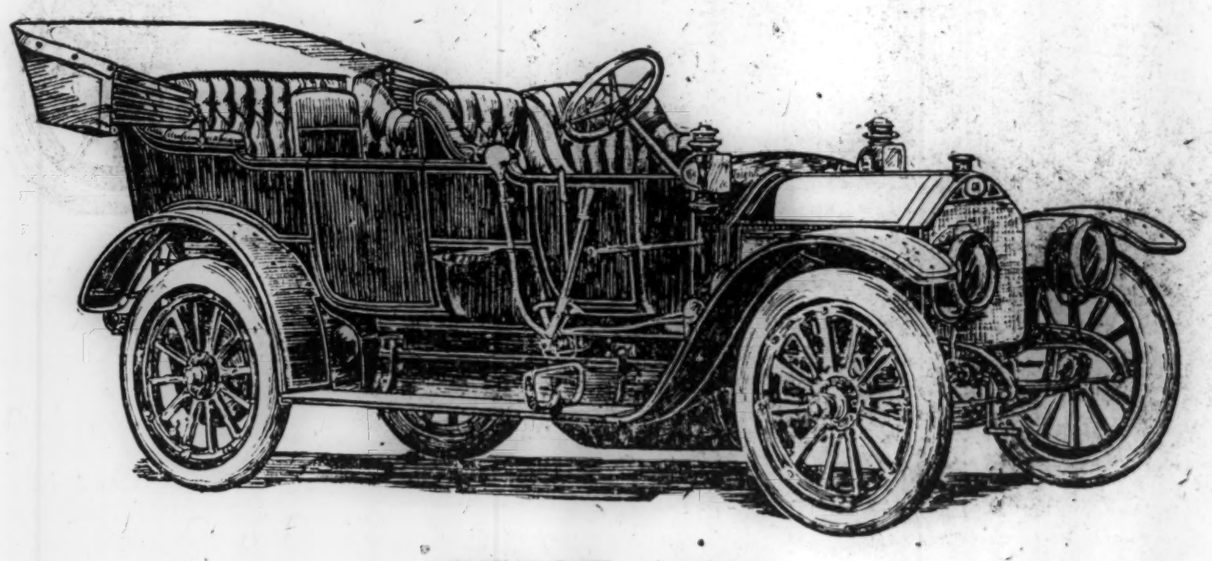
Former Governor of New Jersey, who is prominent in test of new primary law.

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THE MONITOR IS THE PAPER FOR THE HOME

MANY AMERICANS ARE IN PANAMA

WASHINGTON — The Panama Canal Zone makes a community of about 7000 Americans, men, women and children—4500 men on canal work, 925 on the Panama railroad, 1500 women and 1500 children, divided among the handful of little villages, each of which has its individual social and sport activities.

J.H.Bueffner & Co.
Washington Av. and Seventh St.

Leading House Furnishers of

ST. LOUIS, MO.

NEW JERSEY MAKING PRIMARY LAW TEST

(Continued from Page One.)

will of a plurality of the voters in favor of a candidate for the Senate. The Republican state organization has a candidate of its own, the present senator, John Kean. Will the Legislature abide by the choice of the voters, or will it be controlled by the party organization?

The answer to this question will doubtless decide the future of the present primary law. If the Legislature elects Mr. Kean it is almost certain that the people will at once demand a primary law relating to the selection of United States senators that can not be ignored, refusing to be content with a system which will permit any evasion of the popular will. The people are determined to secure some system by which they may choose their own representatives in the upper house of the national assembly. They prefer direct election, but if that can not be secured they will accept any other system which will insure that their choice, and not the choice of some organization or interest or set of interests, shall sit in the national Senate.

The growth of the demand for primary elections in New Jersey furnishes an interesting study in politics. The growth has been gradual and sure. The demand for legislation of this character has been calmly insistent, never hysterical. The people have seemed to feel a growing self-confidence in their superior ability to choose their own public servants. (I say "superior" because I have in mind, as I believe the people have had in mind, the fact that it has been a long established custom for party organizations, often party cliques, to make the choice of candidates.)

Moreover, the growing demand for extended primaries in this state has been in a measure co-temporary if not correlative with the growth of an independent spirit in politics. While men have been breaking away from party symbols, while party shibboleths have been losing their power, while men have been more and more inclined to go beyond party platforms in their search for principles and beyond party doctrines in their search for truth, they have come more and more into an understanding not only of their own needs but also of the fact that their own interests and the interests of their neighbors are identical.

Men are beginning to realize that the only real good that can be accomplished in a government like ours is the good of the whole people and that any scheme is essentially faulty which fails to consult the will as well as to conserve the welfare of the whole people.

And back of all this is the discovery that is arousing the thinking voters of the whole nation to independence and to action—the knowledge that while the people have been blindly following after leaders that seemed to be honest, and thoughtlessly supporting tenets that seemed to be sound, and noisily shouting phrases that seemed to ring true, the corruptionists have been at work.

In this republic—national as well as state—the corrupt interests and the corrupt politicians temporarily have seemed to have the upper hand, and the people are beginning to realize that they must go back to the original program and principles of all true republics, must reseize the original weapon, re-apply the old-time remedy, re-claim the old-time right—the principle, the weapon, the remedy, the right of selecting their own officials independently of any modern party princes, financial kings and industrial despots.

To accomplish this it appears that the people must begin again at the bottom. They must not only elect their own officials, but they must nominate them—must nominate them from among themselves. And the only means to that end is the direct primary.

MAXWELL'S UNIQUE TEST STILL ATTRACTS WONDER

Despite Fact That Horse and Buggy Received Advantages, Motor Car Far Excelled Them as to Distance Covered and Cost of Operation.

That the modern automobile has been brought to that stage of perfection and economy where it is cheaper as a method of transportation than railroad or horse and wagon, was proved by the recent cost test conducted by the contest board of the American Automobile Association. Taking a Maxwell model Q—11 off the salesroom floor of the United Motors New York Company without any of the detailed preparation which many manufacturers consider essential, the official observers placed the automobile in a six-day contest against a good road horse and buggy and the Maxwell won out easily, proving that it can be driven at a cost much less than two cents per mile.

Conditions that were absolutely fair and reasonable to each side were adopted and the contest was saturated with conservatism to show actual conditions without either side having the advantage of unusual practises. The test showed new standards of economy in automobile operation and a striking illustration of the upkeep beyond which it is unnecessary for purchasers to tolerate.

The figures are instructive to those who take a keen interest in learning how cheaply a well-built car can be driven long distances. The Maxwell not only won the test in a decisive manner, based upon an original cost of $275, the outfit lasting 10 years and supposedly capable of 10 miles' travel every day, making the depreciation per mile $.0075. Following are the summaries of mileage, disbursements and depreciation on each vehicle:

AUTOMOBILE.

Day.	Miles.	Gasoline.	Oil.	Cost.
1	67.4	5 gallons	1 pint	$1.00
2	76.1	5 gallons	1 pint	.92
3	74.3	6½ gallons	1½ pints	1.12
4	80.0	5½ gallons	1 pint	1.00
5	82.8	5½ gallons	1 pint	1.07
6	75.3	5 gallons	1 pint	1.09

457.9 miles at cost of $6.20
Repairs .....
Depreciation 8.24

Total cost $14.44
Cost per mile ..... .0315
Per passenger mile ..... .0157

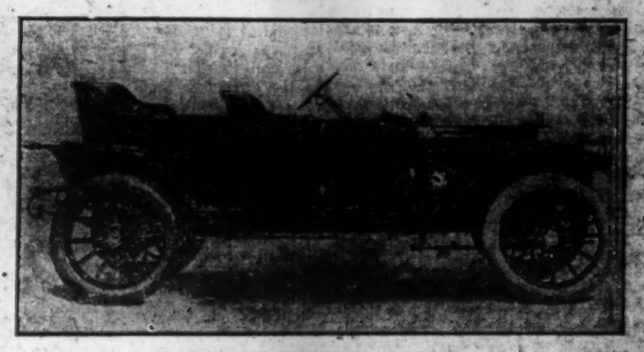
HORSE AND BUGGY.

Day.	Miles.	Oats.	Hay.	Cost.
1	28.8	12 quarts	20 pounds	$.95
2	35.5	12 quarts	20 pounds	.95
3	31.2	12 quarts	20 pounds	.95
4	35.8	12 quarts	20 pounds	.95
5	34.4	12 quarts	20 pounds	.95
6	31.6	12 quarts	20 pounds	.95

197.3 miles at cost of $5.80
Repairs .....
Depreciation 1.47

Total cost $7.27
Cost per mile ..... .0368
Per passenger mile ..... .0184

Comment and correspondence concerning the result has shown general surprise. Although this proof that a Maxwell can be operated at a passenger-mile cost of less than two cents did not surprise automobile manufacturers, they naturally expected that such a test would be subjected to a careful scrutiny. Yet, when the most exacting dictates of common practise had been applied in computing the result, the figures of the automobile revealed only a few persons who found it difficult to reconcile their ideas to this newly discovered truth.



MAXWELL MODEL G-A FOR 1911.

Investigation of such cases showed a misapprehension in reference to the use either of the automobile or the horse and there is no specific doubt as to the accuracy of the test. As a matter of fact, there is no occasion for any doubt yet the matter-of-fact acceptance of the result seems to indicate a widespread appreciation of the operating economy which has been effected by the Maxwell-Briscoe Motor Company in all its models.

While the figures given out by the official observers show a definite basis of competition it is a fact that the actual detailed result will permit of including every item that is legitimately chargeable to the automobile and still show a passenger-mile cost that is under the two-cent guarantee established by the Maxwell Company.

For instance, items such as interest on investment, insurance on car and license fees were suggested as grave omissions. The $45 interest on the price of the car, the $5 state license and the $12 insurance, when distributed on the same per-mile basis as other charges, added the insignificant total of eleven one hundredths of a cent to a passenger-mile cost shown by the test.

On the other hand the margin of advantage gained by the car warranted the omission of charges for bedding, grease and shoeing the horse. These items, therefore, would bring the horse total up to two and one half cents per passenger-mile.

In the case of the automobile, depreciation was the only item which had to be assumed and this was based on an annual mileage covered by hundreds of Maxwell owners, according to their own volunteered statements. The wagon, harness and horse were given a 10-year life and a daily travel of 10 miles, which would make the wagon cover 36,500 miles. This distance was not regarded as any hardship upon the horse, but a New York liveryman asked the Maxwell company to furnish the name of a wagon manufacturer whose vehicles would hold together for such a journey.

Regardless of advantages that may have been given to the horse and buggy, the first test records a distinct victory for the automobile, conceding every claim of a reasonable nature that has been made against it.

MATTINGS
AT WHOLESALE PRICES
by the roll of 40 yards.
Mention The Monitor.
WALTER M. HATCH & CO.
43 and 45 Summer St.

VISITING CARDS
Engraved or Printed Latest Correct Styles.
57-63 Franklin St., Boston.
Ward's

LINES FOR FUTURE. IMPROVEMENT IN THE MOTOR CAR OUTLINED

Each Year Brings Out New Features and Perfections Due to Changes in Materials and Designs.

WILL ALWAYS EXIST

That there is an undercurrent of strength which will sooner or later dominate the engineering side of the automobile situation is apparent to those who penetrate below the commercial level and discover what engineers are thinking about and what the problems are that confront them. When an automobile is completed and the last coat of varnish is applied, it represents crystalized endeavor, but not necessarily an engineer's complete version. Unfortunately, or otherwise, it is not always possible to accept the versions of engineers. The object in building a car is to put it into commercial service, and frequently it is found that the commercial demand is in high discord with the engineer's version. Were the engineer's complete plan to be adopted under conditions as above enumerated, says the Automobile, the commercial history of a completed automobile would never be written.

It may seem strange to a casual observer that automobiles are revised year after year. Each new model as it is presented to an indulgent public is represented as embodying all that is good, and the casual observer wonders why there should be any change.

The word "standard" as applied to anything means absolutely nothing, excepting that it conveys the impression than contemporaneous things may be on a certain basis. Evolution is ever going on, and standards shift, due to its onslaught. When an engineer lays out the latest and most approved type of automobile he does the best he can with his light, considering the character of materials available, not forgetting the wants of the supporters of the industry. If the best materials available can be improved upon by fabricators thereof, it stands to reason that the designer will find himself behind progress the very instant that the new materials arrive. If the purchasing public reaches new conclusions the engineer will take the hint.

Each year brings its crop of refinements, and they permeate every phase of the entire situation. In summing up the possibilities for improvement there will scarcely be any chance of disagreement if they take on the phases as follows:

(A) Improvements in manufacturing processes have the effect of (a) reducing the cost of manufacture and (b) making it possible to finish stronger and better materials.

(B) A closer study of designs hints the possibility of utilizing different methods, multiplying production processes, and taking advantage of automatic means.

(C) Experience on the road enlightens the users who transmit that experience through commercial departments back to the designing office, and attempts are made to incorporate the new ideas.

(D) Stress of circumstances, as a famine, of certain kinds of material, introduces new complications, affecting not only the methods of design, but the process of manufacture as well.

(E) Style has its marked effect. The artistic eye is no more fixed than the standard. As the eye is trained it sees things differently. The result is a change in the appearance of the product.

(F) Legal restrictions are loosened up in time, and designs are changed to conform with the new demands.

(G) Racing and other contests, while they are in a sense sporting events, are in all fairness severe methods of testing, and the capable engineer learns more about the factor of safety than he might otherwise know, with the chance that changes have to be made to bring about unity in the factor of safety as it resides in the several members in order that all the links in the chain will be of the same length.

(H) Locality influences the situation. If a car is produced with the intention that it will best serve in a certain locality, and it proves to be so, the idea will spread, and despite the fact that the car, as produced, is only intended for service in that locality, it will be adopted for other places for no good reason.

With pressure coming from many sources, it would seem as if the time will never arrive when cars will be on a so-called standard basis, nor should there be any complaint on this score. The navies of the world afford the best illustration of progress along standard lines than anything else ready at hand. The dreadnought of today is probably just as near finality as the 44-gun frigate of the line which was affected by the navies of the world before even the Monitor was thought of. Each new creation promises to be the best attainable, but those who accept such versions fail to take into account the fact that the promise is invariably advanced by the creator, and that no allowance is made for those who, in the light of all experience, take up the burden with greater vim and advance the work.

MOTOR CARS SHOULD BE TUNED UP BEFORE ENTERING CONTESTS

Contestants Can Hardly Expect to Get Good Results Without This Preliminary Work.

LONG TOUR IS BEST

Few persons who take an interest in automobile endurance and speed contests realize what an important part the proper tuning up of a car plays in such events. Many days and sometimes weeks are spent in getting the cars into their best possible condition, and the success or failure of an entrant depends to a large extent on this preliminary work.

An interesting article on this subject recently appeared in Motor Age, in which the writer says that previous preparation is almost of equal value to careful driving in big contests. Some concerns when entering contests like the recent Chicago or Glidden tours will take new cars off the selling floor and drive them a day or so before the start of the tour and then consider them ready for a continuous strenuous test. This is short-sighted policy.

By tuning up is meant that the cylinders are well worn in and that all bearings have been worked until their adjustment is right. If there happens to be any sand in the waterjackets this has been removed and, in short all the possibilities of trouble have been inspected without any attempt to change the car in the slightest detail. This is a most vital point in connection with cars in tours just as it is with cars in road or track races.

No maker has ever met with any degree of success in a road race until he has spent several days on the course getting out of the car all the little troubles that might possibly arise. Some readers may say that this is not fair and that a car should enter a race in the identical condition that it is delivered to the buyer. Nothing could be more absurd, although the perfect car should be delivered to the buyer in the same condition as it would be when ready to compete in a race or long distance tour.

It must be borne in mind that a race is an exceptional test, much harder than 99 per cent of buyers ever give a car, and because of this it is not to be expected that every car sold by any particular company should be keyed to the moment the same as one entered in such an ordeal. The fact that a car has been tuned for a certain work does not eliminate any of its stock features.

Up to the present manufacturers have failed to get out of contests much of the benefit they might solely because the cars have not been properly prepared for the fray and also because of poor drivers. There is, however, a third reason why manufacturers have failed to get out of contests all that they might have, and this is by not having proper representation on the car while on the tour or at the pit during the race.

It has been accepted by many of the big manufacturers that nothing tests a car so well as a long tour over varied road conditions. Put the same car over the same road conditions a week after the test is over and the strain upon it or upon the driver will not be so great.

RIVERSIDE, CAL., MAKING CEMENT

RIVERSIDE, Cal.—An important event in this city's commercial development is the opening of the Riverside Portland Cement Company's new plant, which employs 450 men and has a daily output of 3000 barrels of cement. Buildings with floor space of over 400,000 square feet have been erected, equipped with modern mechanical facilities, and representing an investment of $1,500,000. The company owns nearly 500 acres of land, on which are located the immense deposits of limestone and clay, and it is estimated that there is sufficient raw material in reserve to supply the plant for at least half a century. Shipments of the local product are being made to all sections of the West, including Hawaii.

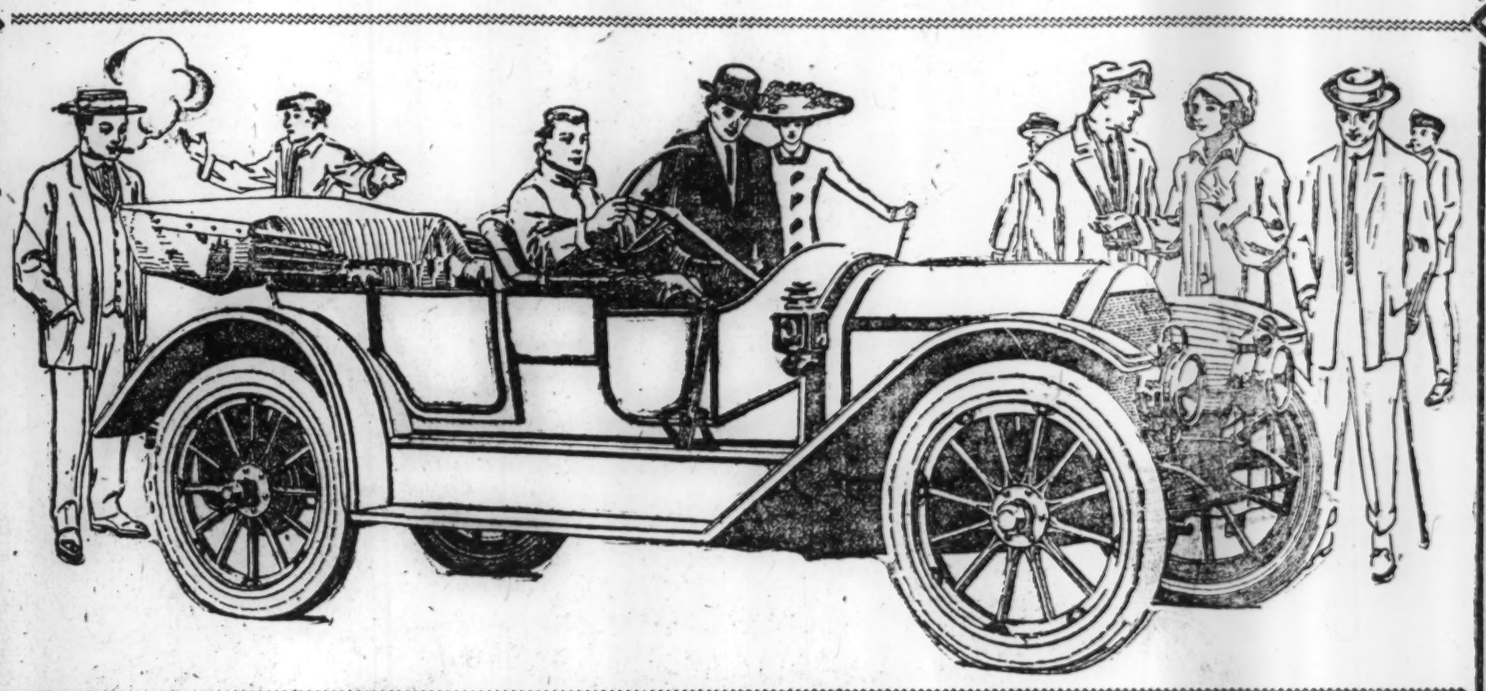
Another event in which Riversiders take great pride is the completion of the Hotel Glenwood annex, which adds another unique feature to the famous "Mission Inn."

CROCODILE FISH FOUND OF VALUE

WASHINGTON—Consul Alphonse Lespinasse, writing from Frontera, says that crocodile fish abound in the rivers and streams of the Mexican state of Tabasco, and if properly cured the skin could be utilized for a number of purposes, especially in the manufacture of valises, etc. The flesh is extensively used at food by the natives. It contains a large percentage of fine oil, which is penetrating and softening when applied to leather.

The crocodile fish is 10 inches to 4 feet long, and the skin when dried assumes a dark ashen hue with light shadings of bluish tint, which produces an attractive appearance.

The New Model for 1911 Columbia Car



"One of the THREE BEST cars built"

FOR SIXTEEN YEARS Columbia motor cars have been the leaders in America both in style and design. We own the rights of the Selden patent, which broadly covers modern gasoline car construction. We originated many other constructive features which are now in common use.

We were the first to use, selective, sliding gear transmission in America.

We were the first to use—in fact invented—the auxiliary air valve carburetor.

We were the first makers of motor cars to use drop forgings generally in place of castings usually used.

Other high-grade cars have followed our lead, but none has carried the use of drop forging to the extent we have.

We have always set body styles for American cars—styles frequently followed by foreign makers.

We were the first in America to introduce side-door tonneaus—in 1903. Every other maker adopted them two years later; all formerly used the rear-entrance tonneau.

We were the first to introduce vestibuled bodies—the fore-door car every manufacturer is featuring today. We used them two years ago. With a few exceptions none used them until this year, except us.

All our cars today are vestibuled. Next year all cars will be vestibuled.

These indisputable facts clearly prove we have always been the leaders in America and it is a reasonable presumption that we will hold this position.

Our leadership was never better merited than it is in the 1911 Columbia line. We have added to our factory equipment hundreds of new and expensive special tools to introduce our new high-powered model—Mark 85—and to continue our established favorite—Mark 48, lot 5.

Columbia workmanship is standard of excellence and thoroughness. It could not be otherwise, located as we are in Hartford, Connecticut, where for generations close work has been a habit. The introduction of the micrometer in automobile construction was no hardship to New England workmen.

Silent, smooth, steady running is due to design and workmanship primarily. Our confessed leadship in design and workmanship guarantees these qualities in our cars.

Dependability and durability are due to design and material. We have always purchased the best material in the market and the best suited to the functions which each part must perform.

In fact we developed a suitable steel for each motor car use, and evolved the accepted formulae of heat treating.

Besides these essentials, Columbia cars have always had a wealth of exclusive features, appreciated by the discriminating.

The Columbia name is better known abroad than that of any other American car. London, Paris and Continental Europe know it by actual use.

We have owners who have used Columbia cars, year after year, for fifteen years. Most Columbia owners have never driven another car since buying their first Columbia.

More than ninety per cent. of Columbia owners used other cars before they bought their Columbia.

This record cannot be equalled by any motor car here or abroad. It speaks for itself.

Let us briefly tell you about the new high-powered Columbia, Mark 85

The motor: "T-head" type, with cylinders cast in pairs of 4⅞ bore by 5½ inch stroke.

The ignition: the Bosch DOUBLE system, two sources of current, and two schemes of distribution.

Motor lubrication: by powerful pump to all engaging surfaces; sight indicator on dash.

The clutch: cone type with protruding shoes.

The transmission: selective sliding gear type; "Hess-Bright" ball bearings.

The front axle: "I" beam section, forged without welds.

The rear axle: full floating type, without transverse strains.

The wheels: 36 inches diameter.

The wheel base: 120 inches.

The frame: dropped in rear and narrowed front.

The bodies: smart, commodious, comfortable, vestibuled.

Open bodies; four-passenger close-coupled roadster, six-passenger straight line vestibuled roadster, seven-passenger touring car.

Coach bodies: limousine, landaulet, inside operated coupes.

Equipment: two gas head and three oil lights, Prest-O-Lite, tank horn, Demountable quick detachable rims and spare carrying rim, full set of four shock absorbers, Bosch magneto, auxiliary storage battery, storage lockers, tool kit and full complement of tools, jack, trunk rack, robe rail, foot rest, curtain tray.

The prices: open cars, $3,300 for 4-passenger; $3,400 for 6-passenger; $3,500 for 7-passenger; coach cars, $4,800 for limousine and $4,900 for landaulets.

MARK 48, LOT 5: for 1911 the well and favorably known make-and-break and high tension ignition car with important detailed changes will be sold at the same prices as in 1910; four and five-passenger cars, $2,750; seven-passenger touring cars, $3,000; limousines and landaulets, $3,850.

The New 1911 Catalogue Mailed on Request.

The Columbia Motor Car Company

Hartford, Connecticut.

LICENSED UNDER SELDEN PATENT

AJAX TIRES

Winter is coming and treacherous roads and pavements will soon be in season.

Ajax Extra-Heavy Non-Skid Tires have a tread made in rectangular shaped blocks of rubber with beveled edge, scientifically designed.

Giving extra forward and backward traction and stopping side-slipping, making bad roads safe to travel.

Require no tire-destroying chains and have no metal studs to wear smooth or disintegrate the tread.

The ONLY Non-Skid Tire Guaranteed for 5,000 Miles or 200 Days' Service.

AJAX Tires are guaranteed for 60 days more service than any other.

FOR every day that you don't use Ajax Tires you lose exactly 7½ miles per tire, or 30 miles per day for the four wheels of your car.

HERE are the figures to prove it:—

AJAX Tires are guaranteed for 5,000 miles or 200 days' service, adjustments being made on your speedometer record if you have kept one, or on the basis of 25 miles per day if you haven't.

THE best average guarantee—purely verbal—of any other tire is 3,500 miles by the speedometer record. Thus you lose 1,500 miles in 200 days, as against our guarantee of 25 miles a day for 200 days, which gives you an average of but 17½ miles per day per tire, or only 140 days' service.

YOU are out of pocket every way you figure it, and for an amount even more than we have stated, because in lieu of speedometer record other makers would probably charge you up with about 50 miles per day—consult your past experience as to the facts!

AND all this time you could have been riding in *comfort* and *safety* on a set of Ajax Extra Heavy Non-Skid Tires—and saving 30% of your tire money.

AS a purely business proposition doesn't this make you feel like starting in to use Ajax Tires *right now?*

Why not stop losing mileage money today by equipping with Ajax Tires?

AJAX-GRIEB RUBBER CO., General Offices: 1796 Broadway, New York

BRANCHES:

New York, 1776 Broadway
Boston, 15 Park Square
Philadelphia, 316 No. Broad St.
Atlanta, 48 Auburn Avenue
Detroit, 743 Woodward Avenue
Chicago, 1731 Michigan Avenue
Kansas City, 1616 Grand Avenue
Minneapolis, 905 First Ave., So.
Denver, Col., 1529 Cleveland Place
Seattle, cor., Pike Street and 10th Avenue
Portland, Ore., 329 Ankney Street
San Francisco, 544 Van Ness Ave.
Los Angeles, 1038 So. Main Street
Milwaukee Agents, Goodyear Rubber Co., 382 Water Street
St. Louis Agents, Goodyear Rubber Co., 411 No. Fourth Street

COLUMBIA 1911 MODELS HAVE NOVEL FEATURES

Many Different Designs Are Offered, Including Four, Five, Six and Seven-Passenger Open Cars, Limousines and Landaulets.

For the season of 1911, two Columbia gasoline cars, with a wide choice of touring and coach bodies, have been announced by the Columbia Motor Car Co. of Hartford, Conn. The new models, which have arrived in this city, show many refinements and some novel features, just as they have in each of the 16 years of Columbia motor car building. Squaring with standard practise in every essential, the new models show approved construction and adequately measure up to the dictates of current fashion.

That elegance which has heretofore characterized the Columbia product has been brought to the finest point. All models for 1911 have vestibuled bodies, the Columbia adopted in some of its models the vestibuled or enclosed feature two years ago.

The well known Mark 48 car, introduced originally in 1905, is continued with refinements and some few changes, being known in 1911 as Mark 48 Lot 5. In addition there is a new car of high power, known as Mark 85. The line for 1911 includes body choices of four, five, six and seven passenger capacity in open cars, and limousines and landaulets with passenger capacity of five persons riding inside and in addition to the front driver's seat.

Since the Mark 85 is a new model for the 1911 season there is added interest in the announcement of its planning and build. The motor is of the four cylinder "T-head" type with cylinders, cast in pairs, having a bore of 4¾ inches and stroke of 5½ inches. The water jackets are cast integral with the cylinders. The valves are of ample diameter, the intake and exhaust valves being on opposite sides of the motor. The design of the cylinders includes a polished plate top which may be removed for inspection.

The ignition is the new Basch double system using eight plugs. There is an independent battery system and an independent magneto system. One, or the other, or both systems in common, may be used. The new system included two absolutely independent sources of current and means of distribution.

The crankshaft is of generous proportions with large bearings and webs and the connecting rods are drop forged. The engine bearings are of special alloy white metal. The motor is suspended through four hollow square legs, through which extend stand pipes, gauze covered, to provide for crank case ventilation.

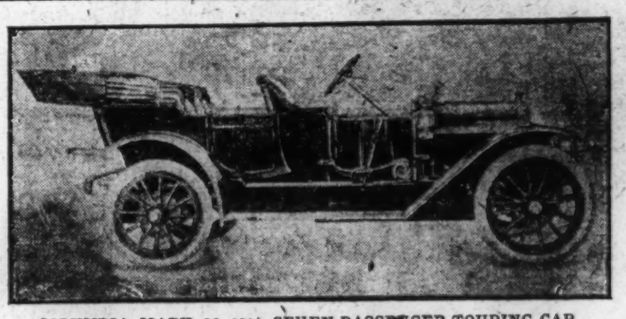
The lubrication plan is comprehensive and provides for a powerful gear pump of 15 pounds pressure capacity. The system includes a sight feed indicator located upon the dash, that the circulation of oil may be noted at all times. The front timing gears are included in the lubricating system.

Radiation and cooling are insured by a powerful centrifugal pump keeping water in continuous circulation. A modish cooler of ample size and fine design cools the circulating water.

The clutch is of the cone type. The facing is an admixture of asbestos and other elements. This provides a clutch capable of finding and maintaining its own seat.

The transmission is similar to those used in Columbia cars since 1903. The success of this transmission is due to the fact that there is a very short length of shaft left unsupported.

The rear axle is of the full floating type with side torsion rods. The drive is accomplished through dovetail hub flanges. The frame is of pressed steel with a drop at the rear allowing for practically a straight line drive, and the propeller shaft is mounted in encased universal joints of ample capacity for the load, and which joints are subjected to practically no wear. Both front and rear springs are very long and generous in number of leaves, and are of semi-elliptical type. These springs have been especially designed and selected for their resiliency and capability of accepting both light and heavy loads, thus adjusting themselves to all carried weights. The wheels are 36 in. diameter with four-inch tires both front and rear on the four and six passenger cars, with 36 in. by 4½ in. tires both front and rear on seven passenger touring and coach vehicles. The wheel hubs are drop forged and the front axle is a solid forging, with integral spring seats. The steering gear is of the worm and sector type and irreversible. The wheel base is 120 in., and the tread 56 in., there being a clearance of 11 in. over all.



COLUMBIA MARK 85 1911 SEVEN PASSENGER TOURING CAR.

One of the most appreciated features of the Mark 85 Columbia and one certain to be copied, is the enclosure of the running board brackets. Instead of having the sheet metal work follow the conformation of step irons, this work extends outward from the top of the frame section to a point directly over the inner edge of the running board which it drops to meet. Into this housing is built the tool box, and behind it is placed the Prest-o-lite tank for the headlights, and the auxiliary ignition battery, etc., so that the running board presents a clean and light appearance.

The equipment of Mark 85 Columbia cars is most complete, and includes practically everything required for touring, about which no diversity of opinion might reasonably be held by purchasers.

The Mark 48 Lot 5 car for 1911 is a continuation of the Mark 48 model which has been so popular during the last four years. The basic features of the 1910 model, features which have given universal satisfaction during the past season, are retained. A number of improvements and refinements have been added, certain to be appreciated. The motor is of the four-cylinder type.

MAYOR GAYNOR OF NEW YORK

(Continued from Page One.)

saying that quarreling brings no dividends.

In dealing with the subway situation Mr. Gaynor looked into the financial difficulties in the way. He almost shocked certain individuals in the community because he had conferences with President Shonts of the Interborough Rapid Transit Company. Why, the cry went up, this is playing into the hands of the enemy!

It was nothing of the kind, as events have proved. In talking over the situation with the head of the present transit concern the mayor was able to learn for himself what a thousand people on the outside could never have informed him of. He found, for instance, that the Interborough was looking especially after the Interborough. Charging up a certain amount of this self-interest to human nature, Mayor Gaynor's calm demeanor soon convinced Mr. Shonts that it meant give as well as take for the Interborough to be benefited in the future. Slowly but surely new offers of construction reached the public service commission. These offers became better and better from the standpoint of the city. If the Interborough is to get new extensions it will be on terms suitable to the city of New York.

Within the next 10 years New York will expend hundreds of millions for public buildings and subways. The immense municipal structure is now rising gradually. There will be more bridges across the two rivers; the streets are to be widened; the park systems to be enlarged; the dock commissioner has ambitious plans that will make the port the finest in existence. All this will take much money that it will be for the board of estimate to apportion.

The people of New York are willing to pay their taxes. They ask only fair play and that the law be held to. In this matter of taxes some there will be in 1911 who will have larger bills than in 1910. This is because the tax commissioner, at the express instance of the mayor, has gone about assessing according to real value. Property had been undervalued in certain districts; in fact, the undervaluations have occurred where the taxpayers could best afford the dues. Many millions will in this way be added to the city's income. The schools will be benefited, and, if it is possible, there will be no half time for the pupils. The present structures will be enlarged and more buildings put up.

Those who, since Mayor Gaynor assumed office, have had the opportunity to see him daily can perhaps best furnish facts about his general activity. During the forenoon he receives the newspaper men. He sends out word if the group is ready for his daily talk. When the men enter the office the mayor, as usual, is at his desk. Before him are piled stacks of letters mostly touching the conduct of the administration. Criticism is frequent and every communication is heeded. It may be the misconduct of a policeman who has used his club too freely. Result, the summoning of the officer to the mayor's office; a thorough investigation, and, if the case is proved, discipline follows. Or perhaps a push-cart pedler complains of an attempt to extort money.

Again the respective officer is called to city hall, and the charge is probed to the bottom. In the course of a single day many are the instances where the mayor listens patiently to the complaints of those who consider themselves abused. But there is another side to the picture. Citizens of high standing call and pay their respects. They offer advice, and extend their cooperation. When the Roosevelt homecoming was the issue, a representative body was made up at the instance of the mayor, and the result was one of the most magnificent receptions ever tendered a citizen of this country.

Away from New York city the name of Mayor Gaynor has been effective in solving problems not dissimilar to New York's. The municipal issues of one city are, as a whole, the municipal issues of all.

Next to the office of the President of the United States no other function seems equally important with the mayoralty of New York. If Mayor Gaynor continues as he has begun his example will be a lasting monument to executive skill and the acumen which is of the kind that makes of the political office an institution worthy of the voter as well as of the man in office. The citizens of New York undoubtedly are thankful for the new era that has been ushered in.

NATIONS GAIN FOREIGN TRADE

WASHINGTON—In fifty years the foreign trade of the United States has sextupled in value, that of Austria-Hungary practically quadrupled, that of Belgium sextupled, that of France trebled, that of the United Kingdom more than trebled, that of Canada quintupled, that of Japan has been increased more than 10 fold; that of Germany in the 35 years from 1872 to 1906, inclusive, has doubled.

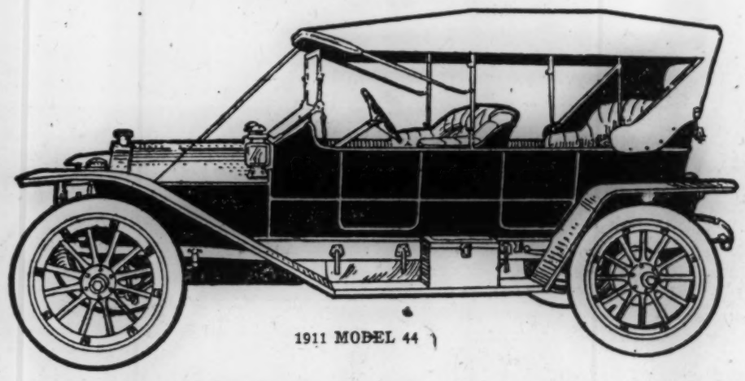
Simplicity Style

THE SELDEN CAR MADE BY THE FATHER OF THEM ALL

Refinement Power

1911

Licensed Under Selden Patent.



1911 MODEL 44

Fore Door Bodies $2500 $2600 Fully Equipped

Open Door Bodies $2250 $2600 Fully Equipped

"As good as any and better than the rest." *"We laugh at hills."*

Motor 4¾ by 5. H. P. 36:I. Transmission Selective. Clutch cone with springs. Carbureter, 1911 Stromberg. Wheels 36x4. Demountable rims. Wheel base 125 in. Springs ¾ elliptic rear; semi-front. Drop frame. Full equipment.

Our new improvements are the outgrowths of the tried and true features of our earlier models, and these have been subjected to such thorough practical tests that this year's models have much greater efficiency than ever before.

AGENTS WANTED. SEND FOR DESCRIPTIVE MATTER.

The Selden Motor Car Co. of Mass.

801 BOYLSTON STREET. Tel. 1322 B. B.

The Silent Waverley



Shaft ..Drive..

Exclusive Electric Garage

HIGHEST CLASS SERVICE

Priesmeyer-Stevens Auto Co.

4432 Olive St. :: :: St. Louis, Mo.

ASTRONOMICAL SOCIETY FORMED

CALCUTTA—A society known as the Astronomical Society of India has recently been formed here, and is meeting with a considerable amount of appreciation on the part of the public. It is the only society of its kind in India, and its aim is not only research work on its own account, but the impartation of astronomical knowledge to those interested in the subject. It is proposed to form a library in connection with the society, to aid members in the acquisition of instruments at a low cost, to hold lectures, and, in due course, to publish a journal in which the lectures will be reprinted.

TERM "DEPOT" IN DISUSE.

NEW YORK—The term "depot," used to designate a railroad station, seems to have fallen into disuse except as applied to the small towns, and the word "terminal" has the present approval. It has been recently decided that the new Grand Central structure here shall be officially known as the "Grand Central Terminal."

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Fur Robes in extra large sizes. Chauffers' Coats, Caps and Gloves

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Automobile Oils, Greases and Linseed Oil Soap

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MADE IN FOUR GRADES—One of these Grades is best adapted to your Motor. Write for circular and prices.

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THE SUCCESS of an electric vehicle depends upon the degree of safety with which an occupant can control the machine under all conditions.

RAUCH & LANG ELECTRICS are controlled by a most unique lever. This control is patented by us and is foreign to all controls used in electric pleasure vehicles.

It carries out the driver's ideas absolutely.

It gives the driver complete control of the car. While the action is positive, it is exceedingly simple.

To start the car, push forward—to stop, pull back.

Power can be shut off instantly by the pressure of a trigger.

All speeds, forward and reverse, two brakes, and the signal bell are contained in the lever.

Body—highest type of workmanship.

Trimmings—finest imported fabrics.

Exide Battery Standard Equipment—Edison or other batteries furnished.

Motz High Efficiency tires or Special Pneumatic tires optional.

Send for art catalog.

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PRESERVING THE FINISH OF AUTOS IS IMPORTANT

Lack of Knowledge on Part of Owner and Chauffeur Is Often Responsible for Early Disfiguring of Paint and Varnish.

Preservation of the automobile finish is quite as important as developing and rounding out the finish, although the former is, as a rule, quite out of the hands of the painter. Having made the painting and finishing as fine and rich and reliable as it is possible for skill and expert trade knowledge to do, the painter can thereafter serve only in the capacity of an adviser. It is fair and reasonable to say that at the present time plenty of automobile surfaces suffer abuse and go to premature decay through a lack of knowledge on the part of owners and chauffeurs of the particular sort of treatment which such surfaces need.

The highly finished surface, with its outer coat of great brilliancy, is more sensitive than any other material applied to the automobile. It requires, therefore, a care and treatment proportioned to its delicacy.

To know the best means of preservation it is essential first to understand at least in a general way some of the main causes for the decay and premature collapse of the finished surface.

Cracking of the varnish may, of course, be due to two causes: Old age, at which stage of life all varnish is destined to check and fissure and eventually lose its capacity for preserving and beautifying the surface. Premature cracking due to hurried methods of painting and finishing, by which method one coat of paint, or color, or even varnish, is applied over a coat of material not thoroughly dry. This soft, porous and undried coat generates a gas when confined under another coat, with the result that the gas forces an outlet by cracking the surface. The cure for this latter form of surface disruption is chiefly within the hands and under the control of the painter. The fissuring of the surface incident to old age, on the contrary, depends upon the care and preserving processes practised by the automobile users, chauffeurs, and so on. The life and usefulness of varnish can be greatly prolonged by proper care and treatment such, as for example, frequent washing of the varnished surface with clean, cold water. Water cleanses and cools the varnish, strengthens it, and, in its early days of wear upon the surface, increases its brilliancy and enriches its appearance. Do not wash the surface in the sun nor permit it to dry in the sun. Neither wash it in a freezing atmosphere. During cold weather wash it no less often than during the summer months, but provide a warm apartment for such work.

Spotting of varnish—depriving the surface in spots of its luster—is a bad form of surface blemish which the automobile owner and user who admires the beauty and brilliancy of his machine needs to guard against. Spotting generally occurs during the early life of varnish—before it become old, and harsh, and brittle, and devoid of elasticity. It is due chiefly to the accumulations of mud drying upon the surface and thus through the power of capillary attraction extracting the oil from the varnish. This action in many cases not only extracts the oil but the gum constituent as well. City mud, and of course, the mud of lime districts, the former being strongly charged with ammonia, are notoriously destructive to varnish lustre. The automobile driven in the mud of either city streets or country roads should upon return to the garage be washed immediately thereby eliminating the actively destructive medium.

Soapy water or dirty water in fact is a form of spotting which sometimes occurs in garages and repositories, and which is very difficult of effacement. It very often happens when this soapy or dirty water is permitted to dry upon the surface it leaves a disfigurement impossible to remove except the surface be rubbed with water and pulverized pumice stone and water and revarnished. The lesson is, therefore, to avoid splashing unclean water on the surface, and never to wash the automobile with anything but absolutely clean water.

Coal gas and the gas which sometimes percolates through heating pipes will cause, if not at once, certainly in time, a very bad form of spotting. This form of spotting may be recognized by the dull, lustreless spots, showing a film of greasiness, which afflicts the surface. Damp, ill-ventilated garages cause a great deal of varnish and surface spotting difficult and often impossible to rid the surface of. Frequent washing and sun baths assist to both prevent and cure the evil. This treatment failing, nothing remains but to rub the surface down and revarnish.

Pure, fresh air brought into the storage quarters of the automobile in a quantity sufficient to counteract the accumulating foul air, fetid odors and gases will prevent the varnish spotting and loss of lustre here referred to. It is a feature of economy which the garage manager and automobile owner should alike be vitally interested in.

Complaint on the part of owners and users of automobiles painted in dark colors is widespread concerning the greening and discoloration of the varnish, thus destroying to a greater or less extent the natural attractiveness of the colors and combinations of colors employed. This is due, for the most part, to the too close confinement of the automobile in an insufficiently lighted room. A lack of light affects the varnish disastrously, and in greening and discoloring it the color over which it is used is likewise injured, if not rendered of no effect outright. This emphasizes the need of a great amount of light—really the more the better—for the garage in order to preserve the original and native quality of the finish. —M. C. Hillick, in The Automobile.

MANY AUTOMOBILE ENGINE NOISES MAY EASILY BE OVERCOME

Valve System Is Chief Cause of Trouble and May Be Due to Bad Design or to Wear.

Many automobile engines are noisy, particularly in the valve system, says Motor Print. Some makes of engines have always had this fault, owing to bad design, but in others the affliction is merely the result of wear. When turning slowly most engines are fairly quiet, but when accelerated the chattering and clicking become very pronounced. Since the cams, tappets and valve stems are independent of each other and only in contact for very brief periods, a certain amount of noise must occur when they come together with a sudden impact. When the valve mechanism is worn or left unadjusted the impact is greatly increased, and may even cause so much noise as to make the owner ashamed of his car.

A cure can be found by fitting new cams, lengthening the valve stems, or if of that design adjusting the tappets. Some firms again insert rubber or fiber blocks in the heads of the tappets to deaden the sound of the impact and to allow them to be kept close up to the valve stems. Renewing the blocks will in this case generally be found to cure the noise.

A great improvement was recently made in an engine by replacing the original valves by others of little more than half their weight, nickel steel being found quite equal to the work. The valve heads, of course, were the same size as before, but their thickness was cut down considerably. The stems also were smaller, and weaker springs were used, the effect being to make the engine, once a reproach for its noisiness, almost inaudible at a little distance. A loose cam is a reason for increased noise,

CHANGE FROM HORSE TO THE AUTOMOBILE SAID TO BE INEVITABLE

President of the New Jersey Automobile and Motor Club Enthusiastic Over Its Future Prospects.

"The motor car, with its increasing ownership and service, bears much the same relation and value to horsedrawn vehicles as do the steam and trolley railroads to the stage coach of our grandfathers," says Clarence H. Bissell, president of the New Jersey Automobile and Motor Club, at Newark. "The radical and rapid change from horse-drawn vehicles to the powerful, swift motor car is inevitably somewhat ahead of that large volume of conservative feeling which can only change slowly.

"Today the automobile industry, according to the compilations of the department of commerce and labor, is the fifth industry in amount of capital invested and value of productions. The automobile industry has taken a great lead in the increased valuation of our manufacturing industries and now that commercial motor vehicles have proved their worth cannot be headed off.

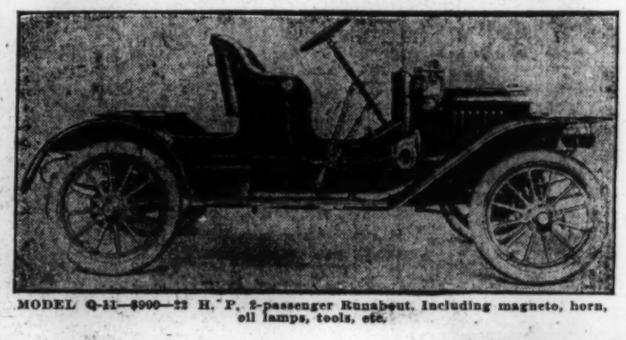
"It is for these reasons that all states must pursue a liberal policy in dealing with the motor vehicle proposition. The individual states cannot enact laws for motorists that will result in the retarding of this progressive industry. If federal legislation cannot be obtained at this time the individual states must enact laws that will permit reciprocal relations between licensed automobilists.

"With commercial motor vehicles coming into more constant use the reciprocal arrangement must ensue, otherwise progress is retarded. This is one of the reasons that the New Jersey Automobile and Motor Club, with its membership of 2500, has taken up the battle for the 25,000 New Jersey motorists."

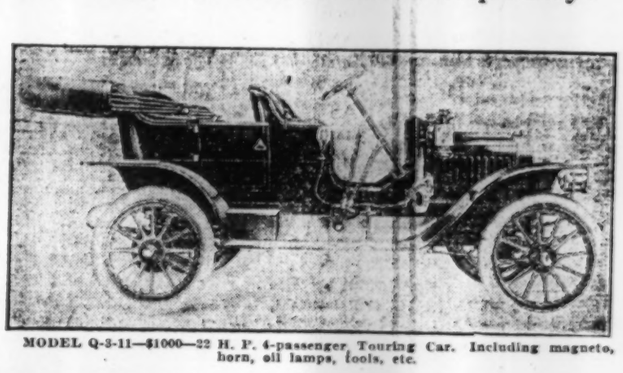
"The Maxwell"

is cheaper than a horse and buggy to maintain. We demonstrated this convincingly in the last two months, when we sold cars with a guarantee to refund the purchase price if they cost more than 2c per passenger mile in use. Our statistics show that Maxwell cars can be operated for 1¾c per passenger mile. Careful investigation develops that a horse and buggy cannot be operated for less than 2½c per passenger mile.

The 1911 Maxwell marks an advance on previous Maxwell cars. It embodies many added refinements of equipment that are certain to increase the popularity of the cars. They have always been big and roomy, have always been notable for their reliability and durability, and for their mechanical simplicity.



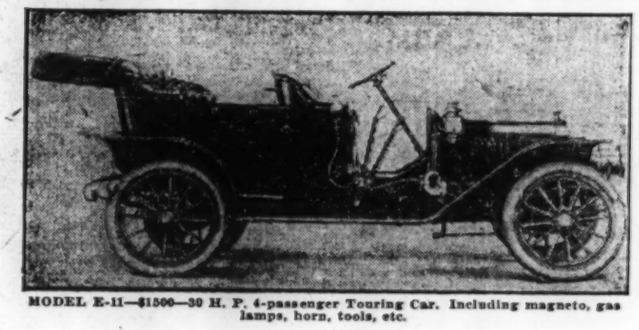
MODEL Q-11—$900—22 H. P. 2-passenger Runabout. Including magneto, horn, oil lamps, tools, etc.



MODEL Q-3-11—$1000—22 H. P. 4-passenger Touring Car. Including magneto, horn, oil lamps, tools, etc.

We want you to look the 1911 Maxwells over.

We want you to observe their style and strength, to know their wonderful efficiency.



MODEL E-11—$1500—30 H. P. 4-passenger Touring Car. Including magneto, gas lamps, horn, tools, etc.

Then you will understand their superior construction and mechanism.

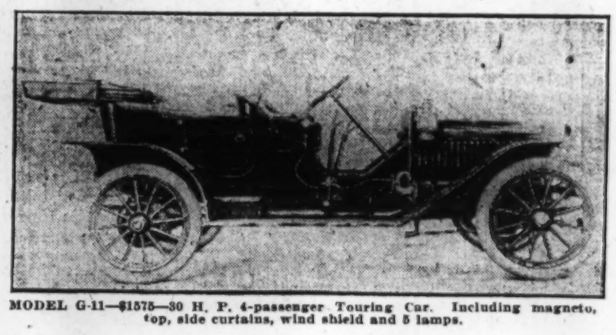
Then you will understand why the 1911 Maxwell stands head and shoulders over other cars selling for a higher price.

Rational Speed, Luxurious Comfort

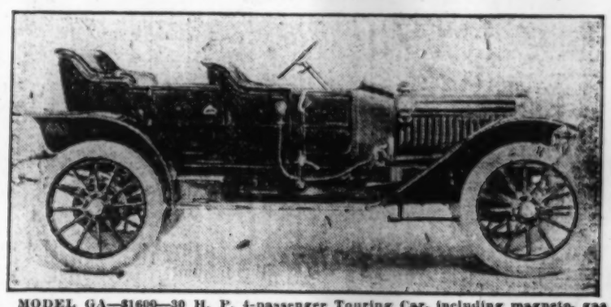
Maxwells are not built for speed to the exclusion of more vital motoring requirements. Beautiful appearance has not been attained at the sacrifice of mechanical efficiency. They stand for uniform reliability and superiority throughout — for *composite perfection*. They give stanch, durable service—luxurious motoring comfort—have an abundance of power—offer all the speed any sane driver could ask for or use.

Models for Every Purse

You are not *limited* in your choice of a Maxwell. There's a special style, color and price of car to suit every taste and purse. And every model from the celebrated $600 Runabout to the biggest Touring Car is typical of Maxwell car-building progressiveness. The same Maxwell *reliability* holds true of all. Each represents an absolutely unequaled value — made possible only through the tremendous cost-reducing Maxwell facilities.



MODEL G-11—$1575—30 H. P. 4-passenger Touring Car. Including magneto, top, side curtains, wind shield and 5 lamps.



MODEL GA—$1600—30 H. P. 4-passenger Touring Car, including magneto, gas lamps, horn, tools, etc

THESE FACTS ARE WELL KNOWN

The Maxwell is the "Great Economy Car." Nearly everybody knows that. The very largest models can be driven 5000 miles a year at an average total cost of $3.98 a week. In grilling endurance contests they have repeatedly made perfect scores. The record of covering 10,000 miles without stopping the engine is *held* by the Maxwell. But these are only a *few* instances of the Maxwell famous performances.

COMPARE THE MAXWELL WITH OTHER CARS

Among our many models we know you will find just the car you want for yourself and family. Remember you take no chances when you buy the Maxwell car. Maxwells have proved their economy, reliability and tremendous value over and over again. Over 35,000 delighted owners will attest to this.

THESE BOOKS FREE. We want to give you all possible information on Automobiles. Let us send you our latest catalogue and new "Farmer's Economy Booklet," also "The Co-operator," an illustrated magazine and "How to Judge An Automobile," a practical treatise on motor cars. We will gladly send you these books free, and the sending places you under no obligation. Write us for them. Just say, "Send the three books."

MAXWELL-BRISCOE MOTOR CO., SOUTH STREET Tarrytown, N. Y. MAXWELL-BRISCOE BOSTON CO., 100 Mass. Ave.

Licensed Under Selden Patent. Members A. L. A. M.

DETROIT IS DEVELOPING FAST AS AN AUTO CENTER

Ford Motor Car Company Plans to Turn Out No Less Than 30,000 During Its Current Fiscal Year—Big Selling Force.

Everybody thinks Detroit and automobile at the same time. They have read Detroit's fairy story in the magazines and newspapers of the country, but outside of the city few, except the advertising men and automobile dealers themselves, realize the wonderfulness of it all.

In Detroit you see the heart of the motor world. In 1910 this motor city built 100,000 automobiles and in 1911 there promises to be no letup. The Ford Motor Company which has made more automobiles than any other automobile company will increase its production to 30,000 during 1911. The magnitude of these plans is indicative of the healthy future which the motor car industry faces in the coming year.

The Ford year of 1910 ended with September and showed a production of 20,000 cars, an increase of 100 per cent over the business of 1909. The value of the year's business totals $19,000,000. This business was conducted through 6000 salesmen, the largest automobile sales force in the world.

The new Highland Park plant of this company will turn out 285 cars in one day. This company, which has been known throughout the automobile world for its conservativeness, has made gigantic preparations for business in 1911, based on the general trade outlook and the healthy condition of its own business. The company at the present time has $7,500,000 invested in its business.

To understand where all the automobiles are coming from, walk through a Detroit factory. You find automatics cutting the finest gears by the score, while one man operates a whole battery; you see drills doing from 15 to 20 operations on a piston or a fly-wheel; you see an almost human machine making 17 holes at one time without observation or care. Through these machines run rivers of oil. From them steams a steady line of parts.

A careful survey will reveal two important details which have to do largely with the building of the Detroit automobile. The first thing that strikes the visitor is the wonderful system which is everywhere evident. The system is based on the simple principle of economy and has been worked out carefully to the smallest detail. Next there is evidence of a saving in quantity. By the purchase and manufacture of parts in wholesale lots, the firm is able to purchase and manufacture first-class parts more cheaply than it could if business were done on a smaller scale. This, of course, is made possible, only because of the immense output of the factory.

Automobile builders have developed many special steels. The secret of the Ford success is vanadium, an alloy, melted into the crude steel, which adds to the tensile strength, prevents crystallization or crumbling of the steel and gives added elasticity that is not found in any other steel. All steel is able to withstand heavy load; the test comes with the vibration, or shock. A steel girder which helps hold a great building will perform faithfully as long as there is little vibration, but it will quickly break if subjected to unusual vibration or shock. Automobile steel is under constant vibration strain, torsional strain, or shock.

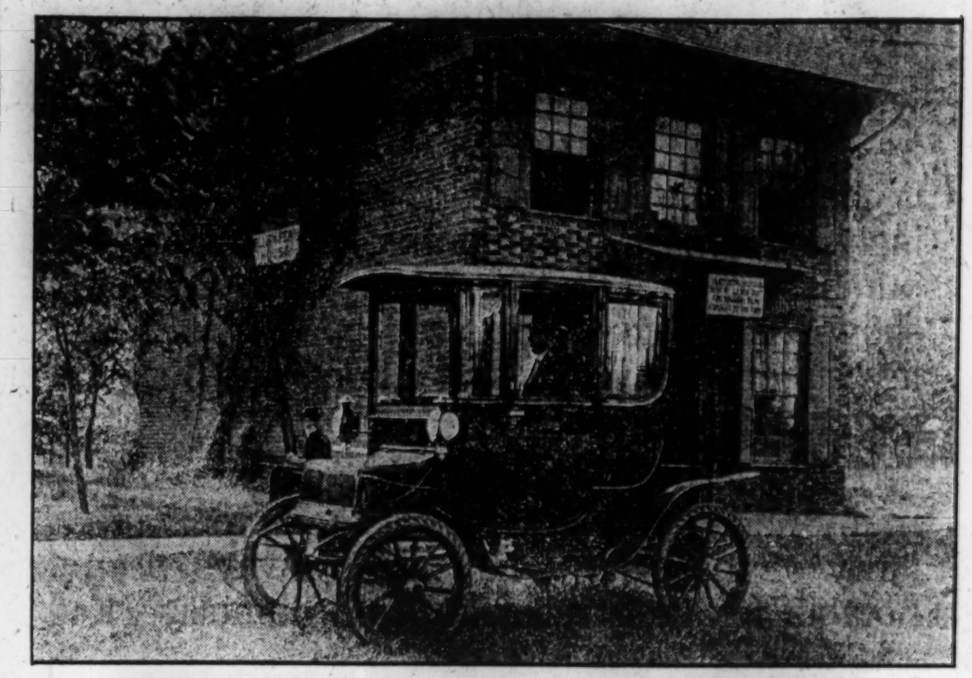
For this reason the "heat treatment" room is perhaps the most important department. Here the steel is brought from the steel mills and treated. Every piece is separately treated by a process which toughens the steel. The treatment of steel is very particular work. The metal must be heated just so long, at just such a temperature and treated in just such a manner in order to secure the desired results. Every step of the heat treatment is electrically timed.

Steel parts which enter into the construction of the cars are treated differently, according to the amount of strain and wear they must stand up under. For instance, the pivots are treated differently from the shaft drives, because each is subjected to a different kind of strain. And so all through the construction of the car, the parts are turned out to do certain kinds of work which has been carefully figured out.

Up in one corner of the "heat treatment" department there is a very complete experimental room. Here a man, whose particular hobby is vanadium steel, experiments day after day with the steel product, which enters into the construction of the car. The room is filled with all sorts of intricate machines and devices for testing steel under all kinds of conditions and under all stages of treatment. When a piece of vanadium steel is placed in a car it is as perfect as it is possible for human hands and brain to make it. During the different stages of construction the parts are tested and inspected a score of times by men whose duty it is to find defects in the work if they can.

Like care and skill is employed in every department of work entering into the building of a Ford car.

LATEST ELECTRIC AND OLDEST HOUSE



RAUCH AND LANG 1911 MODEL ELECTRIC AUTO AND THE LETITIA HOUSE.

BUILT in 1683 from bricks that were brought to this country from Holland in the seventeenth century, the Letitia house which now stands in Fairmount park, Philadelphia, has the distinction of being one of the oldest brick houses in America. The house was originally built for William Penn from whom the Keystone state received its name, and was situated in Letitia court. It was later taken down brick by brick and rebuilt at its present place in exactly the same way as originally constructed.

NORTH SEA CANAL IDEA AN OLD ONE

BERLIN—The idea of a canal to connect the Baltic and the North sea dates back into the middle ages, and a short canal was actually constructed in 1837 uniting two secondary streams of the peninsular and thus providing a waterway between the two seas.

INVENTS DEVICE TO FIND GRADES

NEW ORLEANS—A very simple but unique invention has been patented by a New Orleans man, Lezin J. Deslattes. It is on the principle that water seeks its level. It is used in securing the grade for sidewalks and ground, laying foundations, etc.

The device consists in placing a standpipe at the point where the level is known and connecting it by a hose to another at the point to be secured and the water makes the mark on the second pipe and stakes are then driven. It is called the fluid level and can be used for any distance where it is practical to connect the two pipes by hose. It is economical and easy to understand.

BIG COMMERCIAL ELECTRICITY USE

WASHINGTON—According to a bulletin issued by the department of commerce and labor there were, in 1907, upward of 30,000 individuals, companies, corporations, and municipalities, exclusive of isolated electric light plants, which reported the generation or utilization of electric current in commercial enterprises.

These industries represent an outstanding capitalization of $6,200,746,753, of which amount $1,365,338,836 is credited to central electric stations, $3,774,722,006 to electric railways, $814,616,004 to commercial or mutual telephone companies, and $253,019,817 to telegraph companies.

BOSTON BRANCH OF FIAT TO HAVE NEW QUARTERS

Car Which the Company Is Now Manufacturing in Its New American Factory at Poughkeepsie Is Proving to Be Very Popular.

The new salesroom of the Fiat Automobile Company, at 839 to 841 Boylston street, will be completed about Jan. 1, 1911, and is soon to be one of the most modern and up-to-date establishments of its kind in Boston.

Special attention has been given every detail and this luxurious salesroom offers an abundance of floor space where Fiat cars will be exhibited with elegant surroundings such as a car of this tone merits.

Manager R. R. Ross has also added a mechanical department wherein every conceivable part that goes to make up the Fiat automobile may be obtained, thereby causing no delay should the owner desire any duplicate.

The first car turned out by the Fiat factory at Poughkeepsie, N. Y., arrived at the Fiat showrooms at 1786 Broadway, New York, recently. The car is notable for the fact that it has a monobloc type of motor, the cylinder dimensions of which are 110x150 mm., and the horsepower rating 35. For the benefit of those not familiar with metric units of measurement, it may be stated that the cylinders are roughly 4 2-5x6 inches.

The motor is of very neat and compact construction, there being no manifolds visible inside the bonnet space, and the few control connections being concealed in such a manner as not to prevent complete accessibility of any part. To further add to the appearance of simplicity and neatness, the valve mechanism is covered by an aluminum plate, readily removable with thumb nuts. The other chief feature of originality in Fiat construction is the pressed steel rear axle housing. The entire housing for the rear axle and propeller shaft is made of two pressed steel parts, which are bolted together in a horizontal plane.

All the valves are located in side pockets on the left hand side. The cam shaft is driven through enclosed gears at the forward end, the pinion on the engine shaft being made of fiber to insure noiseless operation. A decompressing device is provided on the cam shaft, and connected to a handle in front of the car, to facilitate starting the motor. Both the inlet and exhaust manifolds are cast integral with the cylinders, and the top of the jacket is enclosed by a large plate which facilitates the cleaning of the jacket and protects the cylinder in case of neglect to provide for freezing weather. The cover over the valve springs is supported by two studs screwed into the cylinder walls, and is held in place by milled nuts.

Lubrication of the motor is effected by the now very popular pump circulation system. A gear type of pump, direct driven from the rear end of the cam shaft, draws oil from a sub-base, and forces it to the three main bearings of the crank shaft.

Any type of body is fitted to the above chassis. The standard equipment of the car includes continental demountable rims, two acetylene headlights and combination kerosene and electric side lights and tail lamps. These later are of a special design made to order for the Fiat Company. The mechanical work, as well as the finish, is of the highest grade throughout, and fully upholds the high reputation already achieved by the Fiat firm.

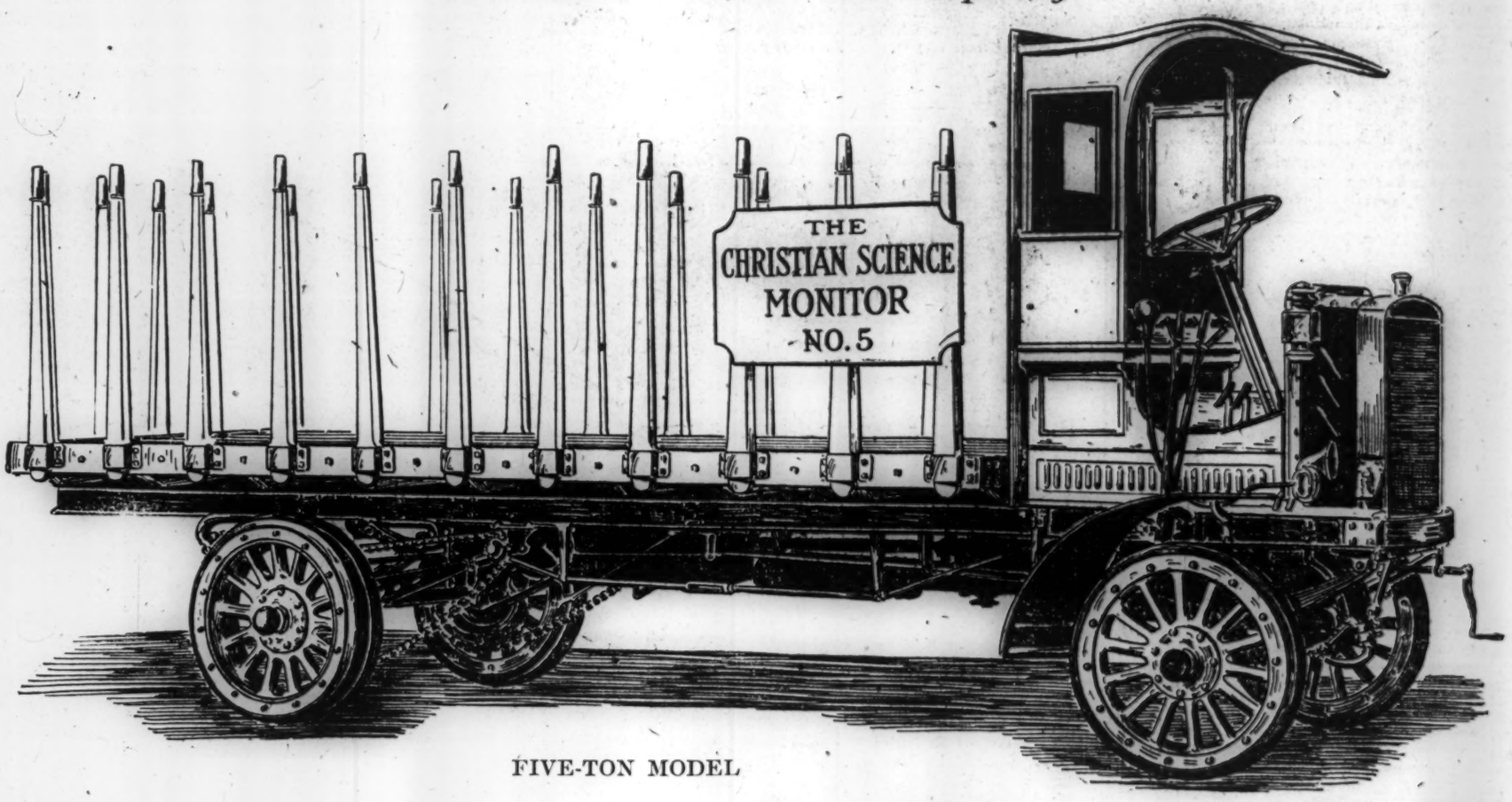
COAL EXPORTS OF GREAT BRITAIN

LONDON—Exports of coal from the United Kingdom have been stationary during the last three years. In 1909 the amount exported was 63,077,000 tons against 62,547,000 tons in 1908 and 63,601,000 in 1907. The consumption of coal in 1909 according to British figures was 3.96 tons per capita in the United Kingdom, 3.11 tons in Belgium, 2.05 tons in Germany, 1.35 tons in France, 0.51 tons in Austria and 0.19 tons in Russia. In this country the consumption is 4.14 tons per capita.

Germany imported 13,294,000 tons of coal last year, 10,400,000 of which came from Great Britain. Of the Italian imports of coal 95.01 per cent came from Great Britain. Production of coal in the United Kingdom is larger per capita than that of any other country. England produces less than half as much coal as the United States, but the per capita production is six tons, compared with 4¼ tons in this country. In Belgium the per capita production is 3 1-5 tons, in Germany 2¼ tons, and in France less than 2 tons.

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$700 For This Same FORD Car Without the Above Equipment

FORD Model T Roadster **$680**

4 Cylinders—20 H. P.—3 Passengers, With Extension Top, Automatic Brass Windshield, Two 6-inch Gas Lamps, Generator and Speedometer.

$600 For This Same FORD Car Without the Above Equipment

The reason why is told in a few words: We are in a position to do business on a small profit

We Have Sold 30,358 of This Same MODEL T Car—Therefore, Don't Experiment, Buy a FORD

¶When Henry Ford built his first automobile, he realized its importance as a factor in the progressive life of America and he determined to build a motor car that would have the largest demand from ALL the people. He knew that such a car must be light in weight, reliable in construction, inexpensive to maintain and low in price.

¶From that memorable day in 1903 when the FORD MOTOR CO. was organized, there has been no halt in its march of achievement. Ford has been "doing things" every day—working to one purpose: A car for the people at a price the people can pay.

¶To fully achieve this purpose FORD cars must be made in such large quantities that a small margin over the cost would produce a satisfactory profit. Continuous quantity demand could only be assured through quality of production and perfect after service to owners.

¶To establish this quality, there must be specialization and organization to accompany inventive and mechanical genius. It is an accepted fact that Henry Ford is the one original and most successful designer of motor cars.

¶From the beginning all FORD efforts have been concentrated upon one model. Concentration is a fixed principle with Mr. Ford, in order that perfection of product with the utmost economy in manufacture may be had. And so, throughout the entire Ford plant, in every department, every man and every machine is busy on the production of this one Model T.

¶We have built and fully equipped the most complete automobile manufacturing plant in the world. All of which has been paid for from the profits earned on the business of previous years.

¶Our factory is built to profit from quantity production. Occupying 60 acres of ground, built and equipped at a cost of two and a half million dollars, it is unsurpassed in the industry. The main building is four stories in height, possessing over one-half million square feet of floor space. To the FORD factory facilities is added the greatest of operating systems—a model in the eyes of industrial men everywhere.

¶In the cylinder department special machinery has been installed which enables the operators to turn out fifteen (15) cylinders at one time. Most factories turn out one (1) cylinder at a time, but with this mechanical aid we are able to turn out fifteen (15) cylinders at one time, absolutely perfect in every detail. The care which would be exercised on one (1) cylinder is exercised upon fifteen (15), thereby saving time and money by multiplying the output of one operation.

¶The same class of machinery—only more of it—is used in the gear department as is found in the factories which make a specialty of higher priced cars. The motor assembling department has a capacity of 300 per day. There is an automatic department where nuts, studs, screws, bolts, etc., are turned out at a rate of hundreds every hour.

¶By thus reducing the cost of production per car we will build 30,000 cars in 1911 at a less cost per car than it cost us to make 20,000 in 1910—though materials and labor practically cost the same.

¶Our normal working force is 4000 men, building 30,000 cars. Contrast this with factories employing from 7000 to 12,000 men and making only 10,000 cars and less. Wages and overhead expense are a large part of the cost of any car. Here's where FORD factory equipment and manufacturing organization reduces cost of production, while accentuating excellence in the quality of FORD cars.

¶These sort of facilities, combined with the purchase of the entire output of steel mills and equipment factories, give the reasons for the enormous FORD production and the extraordinary low price of the completed car.

¶We have no bond issues to pay off. There are no mortgages upon our property. We have no loans to repay. We have no indebtedness. We do business on the "spot cash" discount basis, purchasing in large quantities, commanding the lowest prices in the market of materials. Therefore, we can well afford to sell the FORD Model T at the above low prices.

¶The FORD Model T is made through and through of Vanadium steel, the most expensive steel in the world and the toughest known. It is impossible to obtain the same results with any other steel. Although it is made a feature in the specifications of several makers, in no other car is it used so absolutely as in the FORD cars.

¶Vanadium, an alloy, melted into the crude steel, adds to the tensile strength, prevents crystallization, or crumbling of the steel, and gives added elasticity that is not found in any other steel. Vanadium Steel is stronger than chrome-nickel steel, manganese steel or any other kind of steel.

¶All steel is able to withstand heavy load; the test comes with the vibration or shock. A steel girder which helps hold a great building will perform faithfully as long as there is little vibration, but it will quickly break if subjected to unusual vibration or shock. Automobile steel is under constant vibrational strain, torsional strain or shock. Vanadium Steel has greater strength to withstand such wear. This is the reason for the strength of the FORD Model T.

¶Gears, axles, shafts, springs, levers and every strain or load bearing part of the FORD Model T is of Vanadium Steel. This is the secret of the lightness and strength of the FORD. With such a steel it is only necessary to make parts one-fifth the size of ordinary automobile parts, and still have them stronger.

¶This best of all special steels is further strengthened by scientific heat treatment in the FORD heat treating plant. After we spent $200,000 in our search for the best steel, we spent thousands more in equipping the most complete heat treating plant possible. This heat treatment brings the axis of every molecule of the steel parallel to that of its neighbor. Clamps the thousands of molecules into a compact, strain-resisting mass, defying crystallization.

¶Every strain-bearing steel part of a FORD Model T is scientifically treated in this up-to-date and modern plant by passing through from three to four ovens, equipped with electrical temperature devices. Not one vital part is thus treated, but each part, from crankshaft to fender iron. (A FORD car may be lifted from the ground by its fender irons.)

¶Strains are considered—sudden shocks, torsional strain and vibration. Pivots are necessarily differently treated than shaft drives because of the different nature of the strain to which they are subjected. Just as each FORD Model T part requires a certain predetermined amount of Vanadium, so does each piece call for a different heat treatment for a longer or shorter time. We get the maximum results from the very best steel which money can buy.

¶When a piece of Vanadium Steel is placed in a FORD car, it is as perfect as human hands and brains can make it. Out of every shipment of steel three pieces are selected at random and subjected to a chemical analysis before the shipment is marked fit for heat treatment. There are five tests on the steel before it is machined and an inspection after every machine operation

¶50,358 FORD owners (of which 30,358 are owners of Model T cars) are this minute proving the durability and economy of FORD construction. 50,358 FORD owners know that the FORD is built so light and yet so strong that it costs less to maintain than any other car. That is why the FORD is now and will continue to be the favorite and foremost amongst all motor cars.

¶The FORD Model T car weighs 1200 pounds, possessing one horsepower for each 60 pounds. The average touring car possesses one horsepower for each 70 pounds. A 1200-pound car takes less power than a 2000-pound car; therefore, in the FORD the power goes to carry the load and not the car. A 1200-pound car will not wear out a tire as quickly as a 2000-pound car. A 1200-pound car passes over a rough road with scientifically proportioned tires much easier and quicker than a car of 2000 pounds. Two and two still make four—and the light weight FORD car is still unapproachable by any other car of the same capacity in the smallness of operating expenses.

¶Vanadium Steel causes FORD repair bills to be less. FORD weight proportionate to the horsepower causes fuel bills to be smaller—tires to cost less. One gallon of gasolene carries a FORD twenty to twenty-five miles. One set of tires carries a FORD from 5000 to 10,000 miles.

¶FORD ingenuity has originated brakes, with a braking surface of 6.1 square inches per pound weight; the average is 5.1 square inch. FORD tires are the largest, per pound weight, of any automobile—2.33 cubic inches of tire per pound. Hence the FORD tire economy. There is no necessity for a FORD Model T to be equipped with extra tires.

¶The FORD magneto is an integral part of the unit power plant. No batteries are used, no brushes, gearing or moving wires. Trouble makers have been banished. A slight movement of the flywheel generates current enough to make a powerful spark.

¶The FORD Model T was the first car with the left drive, now being copied by many. When you are seated upon the right side you are at a great disadvantage in learning whether a vehicle is overtaking you upon your left—as required by traffic regulations—and the moment you turn to the left, looking behind you on the right, a large section of the street is hidden from view by your own car. To have a clear view you must stand up and look over the back of the car. If the design of the car prevents that course you must leave your seat and look behind from the left. A turn to the right does not require any of these precautions. Vehicles are not supposed to pass you on that side, and there is no occasion for extreme caution when changing your course in that direction.

¶In stormy weather you are permitted to alight from your car at the curb from the right side. With the right drive you are either forced to crawl over the levers or tramp around in the mud from the left side.

¶The FORD Model T has met all the demands of city and country life. It is the family car of pleasure, the fast car for the busy business man, the reliable car day and night for the doctor, the dependable car on the farm—all because of its being built to fill a practical mission. It is all that a car should be, filling an all around service—a car for the people, and at a price that any one who can afford to keep a horse and buggy can pay.

FORD SERVICE FOR FORD OWNERS

¶The car on the road means as much to us as the car in the salesroom. This is the "why" of FORD SERVICE FOR FORD OWNERS—the first and most complete service in the automobile industry.

¶FORD SERVICE FOR FORD OWNERS is as extensive as the company's sales organization which covers the world. FORD dealers number into the thousands. FORD branch houses are established in all the leading cities in the world. Fifty miles in almost any direction in this country brings you to a FORD dealer and supply depot.

¶FORD sales contracts with dealers stipulate that each must carry an adequate stock of FORD repair parts, which means that any FORD owner in any part of the country can secure replacements almost immediately. Every FORD branch carries a full stock of repair parts—as complete in proportion as the supply at the factory.

¶We have established two big distributing plants, one at Kansas City and another at Long Island City, for the purpose of more completely extending FORD service for FORD owners.

¶Every FORD Model T buyer knows exactly what repair parts will cost him. At the time of purchasing his car he is supplied with a complete parts price-list, in which every individual part is individually priced.

¶The FORD Model T is the reflection of the personal integrity of the Company behind it. The organization, personnel and policy of this company is the same today as on the day of its organization eight years ago. Greater assurance of satisfactory service cannot be given to the buyer of any motor car than the service which goes with the FORD.

¶Surely the FORD is the car you want. Make arrangements with the nearest FORD dealer, or branch, for a demonstration. Send direct to factory at Detroit for FORD descriptive literature.

"Buy a FORD Car because it is a better car, not because it is cheap."—Henry Ford.

This is the challenge of confident merit—merit in every detail of automobile construction and automobile service—that merit which has been so consistently and continuously demonstrated by FORD cars through years of exacting demand in every kind of service. In the fierce battle of the mile-a-minute races, in most difficult hill climbing contests, in the long endurance test across the continent, from the Atlantic to the Pacific, pioneering roadless plains and deserts, fording streams, scaling mountains, through mud and sand, leading the way successfully through tests which racked and strained every part of the car, but could not break it down.

These tests have been made to prove the scientific correctness of FORD design and the strength of FORD construction; to prove beyond a doubt that an automobile could be built light in weight, yet strong and everlastingly reliable; to prove that the FORD was an all-around car of general utility, necessary to the demands of progressive civilization, equally valuable in city and country.

A completely equipped Touring Car for $780 that will take you and your family anywhere you want to go in town or country—40 or more miles an hour if you wish—quietly, smoothly and comfortably. Yes, luxuriously, from 20 to 25 miles on one gallon of gasolene, from 5000 to 10,000 miles with one set of tires. Can you beat it? What more can any car at any price give you in service?

If you want a car for only two or three passengers, take the FORD Model T Roadster; same chassis, same power plant, same construction, with a different body, for $680. Fully equipped.

It seems impossible that such a proven, reliable car can be sold for such a low price. But herein is the triumph of Henry Ford—**a car for all people at a price within the possibility of nearly every man.** It has taken seven years to accomplish this achievement in automobile construction, and an investment exceeding $7,000,000; but the victory is complete in the **FORD Model T.**

In all the world no other car like this. Isn't the **FORD** the car you will buy? It is not alone the sterling reliability of the **FORD**, the high quality of its construction, nor the remarkably low purchase price, but there is a powerful appeal in the cheapness of running a **FORD**—the low cost of upkeep or maintenance, after you've bought it. This is something to think about when buying a car. "How much will it cost me to run it?"

The **FORD Model T** weighs about 1200 pounds. Other cars of the same power and size weigh from 1800 to 2200 pounds; yet by Vanadium Steel construction (which we tell you of more fully in another part of this page) the **FORD** has by far the greatest strength.

Light weight means more power to carry the load—less power necessary to carry the car itself.

Light weight means less jarring and strain on the motor and mechanism of the car; therefore, longer life with less repairs than in the heavier car.

Light weight means smoother riding—the **FORD**, with scientifically proportioned tires and absolutely evenly balanced springs, skims over the rough places where the heavier car bounds and jolts unpleasantly.

Light weight means most mileage to the gallon of gasolene; means longer service from tires.

The **FORD Model T** is the lightest weight car in the world—size, power and capacity considered—and herein lies the certain economy in upkeep and satisfaction in service.

You never hear the owners of **FORD** cars complaining of what it is costing them to keep their cars.

Another important and basic principle with us from the beginning is this: Our interest does not end with the sale of the car, but continues during the life of the car. This letter speaks for thousands:

Elizabeth, N. J., Oct. 20, 1910.

Mr. G. Plantiff, General Manager,
Ford Motor Company,
New York City;

Dear Sir:—I beg to thank you for the kind and fair treatment which I received at your hands in the overhauling of my model "T" touring car, which was delivered to me yesterday, and which I drove to my residence in Elizabeth, N. J.

I trust that if I can be of service at any time in saying a good word for the Ford car and their methods, that you will not hesitate to advise me, for having driven one of your cars for the past year and a half I feel that I am in a position to know their full worth.

Yours very truly,

(Signed) J. O. BREWSTER.

Including our Branches, there are nearly 2500 **FORD** dealers in the United States—they are everywhere, and, wherever they are, they are alert and active in looking after the interests of **FORD** owners.

This entire page is filled with valuable information regarding **FORD** cars. Read every word. There isn't an exaggeration nor misstatement. Then, when you buy an automobile, "buy a **FORD** because it is a better car—not because it is cheaper." Buy it in the confidence that you will get more car, more comfort, more pleasure, more value for your money than you can in buying any other automobile in the world.

Compare **FORD Model T** with any other—with all other cars. Compare it part by part. Let the **FORD** dealer explain the construction of the car; ask him all the questions you may think important; let him give you a demonstration of **FORD** riding qualities; let him show you how simple the **FORD** is to operate; then examine other cars the same way. Compare, we say, we urge, we coax comparison, because the **FORD** is sure to win your confidence strictly upon its merits.

50,358 **FORD** cars in service at this minute. There's a reason; and that reason is **FORD** design, construction, durability, service and economy in price and maintenance.

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Holland the Most Interesting Country in Europe

The Netherlands becoming a center for debate of international questions.

THE Netherlands, incorrectly called by English-speaking people "Holland," consisting of 11 provinces, of which North and South Holland are the two provinces which border on the North sea, is, comparatively speaking, the most interesting country in Europe. The royal family, the house of Orange, consists of her majesty, Queen Wilhelmina, Princess of Oranje-Nassau, Prince Hendrik of the Netherlands, Duke of Mecklenburg and Princess Juliana, who was born April 30, 1909. From about Dec. 25 to about Easter time they reside at the palace in The Hague, and with the exception of one or two weeks, generally in early spring, the greater part of the rest of the year is passed at the country palace, Het Loo, situated just beyond the pretty little town of Appledoorn in the northeastern part of the country.

The royal palace in The Hague, a modest looking white building in about the center of the town, has nothing particularly striking about it, unless it be its very quiet, restful appearance. Here during the season, which commences with the new year and lasts for about 10 weeks, her majesty opens each season with a rout or ball, which is attended by the court functionaries, the diplomatic corps, the government officials, members of Parliament and of the law courts, the majority of whom reside at The Hague.

This ball is attended by about 1200 guests, who assemble at about 9 o'clock and disperse at about midnight. In the course of the season there are generally two smaller functions of a similar character, a "the dansante" or a soiree, in addition to various banquets at which the chiefs of foreign missions, the cabinet ministers, the prominent parliamentary and state officials and the chief army and navy officers are entertained in turn; presentations at court are generally made at the opening function of the season, at the beginning of January. The life of the royal family at the country palace is as quiet as The Hague season is busy. "Het Loo" lies far removed from all the bustle of town life, has very extensive grounds at the back of the palace, to which the public has hardly any access, so that, in addition to the wide stretch of gardens, lawns and groves, the drives through the royal estate extend for miles and miles, with hardly a dwelling to be seen. The entire sense of freedom is simply delightful. From time to time, however, there are garden parties and notable visitors to the country are received at this country palace. In the course of last year her majesty has received in audience former President Roosevelt, a Japanese prince and the special envoy from England to announce the accession of King George V.

The Netherlands is gradually becoming of greater importance among the powers as a center for the debate of international questions, and to this end the international peace conferences of 1897, and of 1907 have had a powerful influence. Hardly a year passes but some important congress assembles in the "residence," as The Hague is called, and in 1910 there have been two congresses, the bills of exchange congress and the social insurance congress, while two arbitration cases have been settled at the international court of arbitration. The two arbitration cases, the "North Atlantic coast fisheries," between the United States of America and Great Britain and the "Orinoco Steamship Company case," between the United States of America and Venezuela, changed The Hague into a place of great international interest from June 1 to the middle of October, and brought to The Hague some of England's and America's cleverest lawyers. The great questions of the day, such as the Hague conventions, the international prize court and the opium conference, engage the attention of the diplomatic service and lead to the signing and deposit of many important international treaties in this capital.

The legislative body of this kingdom consists of two chambers, the First and the Second chamber of the States General, of which the second is the more important. The latter consists of 100 members, who are elected, in ordinary circumstances, every four years by the people and of this body nearly 75 per cent are prominent lawyers. There are a great number of groups of parties, such as the Anti-Revolutionists or the Clerical party, the Roman Catholic, the Liberals, Radicals and Socialists, each of which has its subdivision.

The members of the First Chamber, 50 in number, are chosen by the governing boards of the 11 provinces composing the Netherlands, the so-called provincial states, from the highest taxpayers in the country, the eligibility for membership depending chiefly upon the contribution of a certain fixed amount to the revenues of the nation. Every member is elected for three years, one third of the house retiring every year.

Each house has its chairman, who is chosen every year by the sovereign—the chairman of the First Chamber on the advice of her majesty's advisers; the chairman of the Second Chamber from a nomination of three made by the Second Chamber itself from its number and presented to her majesty immediately after the opening ceremony each year. The chairman of the First Chamber presides at united gatherings of the two chambers. As a rule there is only one united gathering a year, namely the opening meeting of the session, which is always on the third Tuesday in September, the Queen, as a rule, opening Parliament and reading the speech from the throne; should her majesty be prevented, as was the case in 1908 and 1909, the premier, accompanied by all the cabinet ministers, opens the new session.

The Anti-Revolutionists and the Roman Catholics combined are in the majority in the Second Chamber and from these the cabinet is formed, consisting of three Anti-Revolutionists, three Roman Catholics, a diplomat, a general and a naval man, of whom not one is a member of either of the chambers. The ministerial departments are: Foreign office, justice, interior, navy, finance, war, waterstaat, agriculture, commerce and industry, and the colonies.

As a rule a bill is prepared by the minister, or ministers interested therein; from his department it passes to the sovereign, thence to the council of state, her majesty's advisors, and, on receipt of their advice thereon and the subsequent acceptance of such advice by the interested minister or ministers, it is sent to the second Chamber of the states general, together with an explanatory note from the minister. Here it is considered in committee in a lengthy written statement and, if necessary, revisions and the addition of statistics, etc., are made. The bill next comes on for debate in the second Chamber, where it is first considered as a whole and then, immediately after, article for article, and that concluded, the final vote on the bill is taken, and it is passed on to the first Chamber, where the same course is followed, proceedings, however, being of much briefer nature, as the first Chamber is only empowered to pass or reject a bill. Should a bill be rejected in either of the chambers, the minister interested regards such action as equivalent to a vote of lack of confidence and resigns; if the cabinet supports their colleague in his views, it places its registration in the sovereign's hands. The latter is not generally the case with a bill affecting one department only. The most frequent changes naturally arise in the navy and war ministers. It is seldom that the first Chamber rejects a measure that has passed safely through the second Chamber. On leaving the first Chamber, the bill returns to the sovereign for the royal sanction and in due course is proclaimed in the official gazette, "De State Courant," together with the stipulation as to the date on which it goes into force.

The time that elapses between the introduction of the bill to the second Chamber and its proclamation varies. In the last 20 years one short measure, relative to important interests in the colonies, became law in a matter of days, while on the other hand a bill has taken years in its progress; as a rule, however, it takes in ordinary circumstances six months in becoming law.

Government in the provinces is somewhat similar; the members of the provincial states are elected by the people and their meetings are presided over by the Queen's commissioner of the province. These bodies have the control of roadways, "polders," low-lying lands, waterways and education matters, etc. Each town or village of any importance has its mayor, aldermen and town council. The mayor is appointed by the Sovereign for a period of seven years and in most cases this is an appointment for life and has the management of its local affairs, subject to the approval of the provincial states. Thus an appeal from some of the decisions of the town council may be carried to the provincial states and even to the States General.

The Dutch are very methodical, and the same system of government in the legislative body is observed in other corporations throughout, while the presiding officer of the important boards is appointed by the ruler of the country.

Amsterdam must be classed among the many great cities possessing a special character of their own. For centuries the capital of Holland has been an important commercial center. Numerous canals, frequently running parallel, show the development of the middle ages and subsequent centuries, by the new line of walls and embankments which have been necessitated by the construction of every extra canal. The facades of the buildings are simple and not at all indicative of the contents of the houses, and should you enter some of the beautiful old dwellings built by the merchants of the seventeenth and eighteenth centuries you would find a luxury in no way expressed by the outside. This style may be said to typify the character of the people. The Ryhs museum, which contains a magnificent collection of paintings, among them being several Rembrandts, is, however, built in a somewhat different style, being more decorated, while, on the other hand, the new Exchange building is designed in the most simple manner possible, color, form and proportion all blending in a most harmonious manner.

With the steady growth in the size of steamships, the old means of approaching Amsterdam soon proved to be insufficient, with the result that a new canal about 30 kilometers long was constructed to connect the harbor with the sea. Powerful electric lamps illumine the canal at night, for it is an important waterway over which a great proportion of the imports from the colonies are brought to the Amsterdam market.

The country has been reclaimed from the sea; indeed, every house in Amsterdam is built upoon piles. The chief sport in which the inhabitants indulge is boat racing and kindred forms of amusement. Early in the spring rowing commences on the Amstel river and yachting on the Zuider Zee, while the Isle of Marken, so well known to every visitor to Holland, forms a great attraction. The inhabitants of this small island, all fishermen, still retain their old customs and costumes.



(Photo by Spooner & Co., London.)

LE SPUI—A VIEW AT THE HAGUE.

Showing canal and shady street of the capital city, a noted meeting place for the nations.

INFLUENCE OF SOUTH WILL BE FELT IN THE NEW NATIONAL HOUSE

Democratic Majority From That Section Is Sufficient to Control the Proceedings of All the Party Caucuses.

IT IS CONSERVATIVE

WASHINGTON—Belated returns indicate that the Democrats will have a majority of about 63 in the next House, compared with a Republican majority of 43 at present—227 Democrats, 163 Republicans, and one Socialist.

Of these 227 Democrats at least 127 will be from the South, giving that section a majority in the Democratic caucus and enabling it to fashion the Democratic policies should it care to do so. The Democracy of the South is conservative. It followed Bryan, but with many misgivings.

It is in no sense radical. It adheres to the old Cleveland principles of tariff for revenue and regard for the rights for the states, and has little in common with the "new nationalism" and insurgency of the Republicans and of the radical Democratic middle West.

The South will be fairly well united on the tariff but wants no radical legislation advocated. Should it be supported in this respect by the Cleveland Democracy of the North, dominant in such states as New York, New Jersey and parts of New England, it will have a following sufficient in one session of Congress to shape the 1912 platform and largely determine the candidate for the presidency.

Will it go to the full length in its conservatism or will there be concessions for harmony's sake to the Bryan radicals? If conservative, its presidential nominee will be some such man as Dr. Woodrow Wilson or Gov. Judson Harmon.

The new Congress will not include 29 Democrats who are members of the House now. There will be 145 Democrats, however, in the present House who will serve in the next and this will mean 82 new Democratic names.

Following are the names of the 29 retiring Democrats: D. R. Craig, sixth Alabama; C. C. Reid, fifth Arkansas; R. W. Wallace, seventh Arkansas; L. F. Livingston, fifth Georgia.

Mr. Livingston would have been chairman of the appropriations committee in the next Congress, but he was defeated at the primaries because he joined with Mr. Fitzgerald of New York and other Democrats in voting for the adoption of the Cannon rules.

Other retiring Democrats are: W. W. Howard, eighth Georgia; W. D. Jamieson, eighth Iowa; J. L. Rhinock, sixth Kentucky; S. L. Gilmore, seventh Louisiana; John Gill, fourth Maryland; J. A. Keliher, ninth Massachusetts; J. F. O'Connell, tenth Massachusetts; Eugene N. Foss, fourteenth Massachusetts, who will become Governor of that state; Thomas Spright, second Mississippi; A. M. Byrd, fifth Mississippi; E. J. Bowers, sixth Mississippi; Patrick F. Gill, eleventh Missouri. Gilbert M. Hitchcock, seventh Nebraska, will succeed Mr. Burkett in the Senate. Mr. Hitchcock is the editor of the Omaha World-Herald and has for some years represented the Omaha district in the house. W. J. Bryan attended the Republican national convention at St. Louis in June, 1896, to report the convention proceedings for Mr. Hitchcock's paper, and the month following was nominated for the presidency. Mr. Hitchcock is one of the strongest Democrats of the House.

The remaining Democratic members who will retire are G. A. Bartlett, Nevada; William Willett, fourteenth New York; Joseph A. Goulden, eighteenth New York; James E. Havens, thirty-second New York; Charles R. Thomas, third North Carolina; William E. Touvelle, fourth Ohio; Thomas D. Nicholl, tenth Pennsylvania; J. O. Patterson, second South Carolina; Gordon Russell, third Texas, who was appointed a federal judge; O. W. Gillespie, twelfth Texas; H. L. Maynard, second Virginia; C. H. Weisse, sixth Wisconsin.

NEW APPRAISER OF FOREST LANDS.

ALBANY, N. Y.—State Forest, Fish and Game Commissioner H. Le Roy Austin announces the appointment of Thomas W. Collins of Tupper Lake as an appraiser of forest lands for the forest purchasing board, at a salary of $1080.

AVIATOR HAMILTON DESCRIBES DROP TO EARTH ON AIRCRAFT

Styles in aviation, as in other things, are appearing. One of the most popular tricks is that which Charles K. Hamilton has made famous in this country, and which is called abroad the volplane.

This sheer drop from a great height is entrancing to watch, and Mr. Hamilton's own account of how it is done is interesting, in view of the fact that Louis Paulhan, who saw Mr. Hamilton make one of these switchtrack stops at Los Angeles, has since put it in his own repertory. Mr. Hamilton made his first long glide because his crankshaft broke while he was 600 feet up, and he was compelled to come down that way. Naturally then, as he puts it, he chose the glide.

"After having reached as great a height as desired the aviator short-circuits his motor and stops it," Mr. Hamilton said in describing how the glide is performed. "Thus he robs himself of all motive power. He points his deflector downward, and begins to slide through the air at a speed that often reaches 90 to 100 miles an hour. To the spectators it may appear as if the aviator were going to fall out of his machine, but by reason of this tremendously swift descent the wind holds him in his seat.

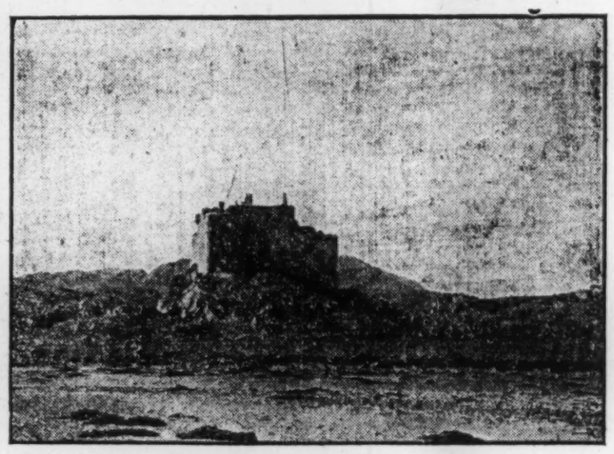
"All one needs to do is to see that the forward elevating plane is turned downward at a sufficient angle to insure a speedy drop. Then, having calculated the time one has at his disposal, it is necessary only to lift the elevating plane upward at the right moment to bring the machine to a horizontal and safe landing. The ailerons will preserve the lateral stability and, at the speed with which one descends, a mere touch on their control is sufficient.

"The critical moment is when the operator has to alter the angle of his deflector, thereby checking his speed, and still preserve sufficient momentum to finish the glide safely. It is a comparatively easy trick. Anybody can do it. And say, it is fine sport."

ASK FOR LOWER TARIFF.

OTTAWA, Ont.—Thousands of farmers throughout the West want the duties on agricultural implements lowered so that they can buy from Chicago and other American firms cheaper than they do now, and Conservatives apparently are going to give the government a chance to show where they stand on this.

Romantic Castles of Scottish Chiefs



(Photo specially taken for The Monitor.)

CASTLE Tiorim, less known, though not less romantic than Prince Charlie's monument at Glenfinnan, dates from an earlier time. A certain John of Islay, one of those wild thieftains of the Scottish islands, grew tired of his wife and turned her out of his house. She, being a woman of spirit, built herself a keep on a rocky islet on the southern shore of Loch Moidart and called it Castle Tiorim. In her day and for many succeeding generations it was the scene of feuds between the Clanranalds and their neighbors.

DENSITY OF SEA WATER.

The density of sea water depends upon the quantity of saline matter it contains; the proportion is generally about 3 or 4 per cent, though it varies in different places. The ocean contains more salt in the southern than in the northern hemisphere, and the Atlantic contains more than the Pacific

RAILROAD GIVES MORTGAGE.

ASTORIA, Ore.—A mortgage given by the Astoria Southern Railway Company to the Central Trust Company of Illinois was filed recently. The mortgage covers the railway company's right of way, grade and rolling stock and is to secure $200,000 in 10 years, 6 per cent bonds.

LATEST PARIS INNOVATION IS ITS "FLOURLESS BREAD"

New Process Eliminates Necessity for Milling the Grain, as Machine Uses Wheat Direct From the Thresher and Transforms It into Dough for Ovens.

We have horseless carriages and fireless cookers, but the latest innovation is "flourless bread." In the new process the necessity of milling the grain is eliminated, the wheat being used as it comes from the threshing machine, says an exchange.

The idea is that of a concern in Paris, and the machine developed by it transforms the wheat into dough by the following means:

The machine consists mainly of a large screw turning loosely in a case on whose inner surface is a screw thread running in the opposite direction. Between the main threads on the cylinder are smaller threads, and the depth of the groove between the main threads grows progressively smaller from one end to the other, so that it will hold the entire wheat grain as it enters the machine and will accommodate only the pulverized wheat at the exit.

The wheat must first be prepared for breadmaking by a thorough washing, after which about a pint of tepid water to a pound of grain is added, and the whole is allowed to stand about six hours. At the end of this time the grains of wheat have swollen to double their ordinary size.

It is then mixed with the necessary quantity of yeast and salt and poured into the machine. It falls between the threads of the moving screw and of the fixed contrary screw, which crush the envelope and body of the grain, making of them a homogeneous mixture which just before leaving the screws forms a smooth paste.

The work of kneading is terminated by the operation of a glider, formed of two parallel surfaces. One of these surfaces is the extremity of the movable screw, while the other is fixed to the contrary screw and has a central hole through which the dough escapes in the form of a continuous roll.

The dough, on issuing from the machine, is put into baskets, where it remains until it begins to rise. It is then divided into long loaves and put on a table until the moment when it is to be placed in the ovens.

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Michigan Leads All States in Automobile Industry

Varied products of Great lakes region add to facilities for manufacture.

DETROIT—Michigan has had much to be thankful for during the past year. For some unaccountable reason, Michigan seems to have been rather overlooked until recent years. It never made the splurge or cut the figure that some of its sister states did. They seemed to regard it as a sort of playground, rather than a section of commercial activity. Cut in two by the greatest in-land bodies of water in the world, it is practically two states, known as the lower and upper peninsulas. Tucked away among the Great Lakes, adjacent to Canada, it contains over 5000 inland lakes, has over 100 navigable rivers, and numerous smaller streams. Its forests are plentiful, with the greatest possible variety of timber. It embraces about 15,000,000 acres of farm-land, with over 200,000 farms.

In many respects Michigan leads the world in its products. It produces fully 50 per cent of the world's copper supply. Its furniture goes into every quarter of the globe and it furnishes more of that commodity than many states combined. It ranks first in the value of farm products generally. The Michigan apple, peach, potato, beet and wheat have long been in demand, and still supply innumerable markets. One state only exceeds it in the raising of beet sugar. It has some 7000 square miles of coal lands with a monthly output of over 50,000 tons. In lumber, iron, ore, charcoal iron, salt, cement, hardwood forests, gypsum, seeds, paints, varnishes, manufacturing and industrials, the state of Michigan either takes the foremost place or closely follows her superiors in the matter of production. The more recent industry of automobile or motor car manufacture, has placed it at the head of that particular line of industries throughout the world. This, in short, is the Michigan of the twentieth century.

The western part of the state, known as "Western Michigan," is now in the midst of an immigration movement. Its agricultural advantages are receiving a revived interest and a decided impetus.

The entire state is experiencing a spirit of improvement in its highways, known as the "good roads movement." It is considered one of the most important projects ever presented. During the campaign just ended, the matter of good roads became a political issue. The citizens of Wayne county started the movement by voting in favor of improved roads. Their action will, in the immediate future, give its people about 200 miles of better highways, and the other counties are preparing to follow the example. The state has about 70,000 miles of roadways, and singular as it may seem, it is estimated that only about 5 per cent permit of traffic without serious interruption under unfavorable conditions.

The cities and towns generally throughout the state have contributed their respective quotas to the prosperity of the commonwealth. Grand Rapids, Lansing, Saginaw, Bay City, Flint, Battle Creek, Jackson and Kalamazoo indicate marked progress. It remained for Detroit, however, to stand out more prominently, and the result is simply phenomenal. In 1900 its population was 285,704. The figures for the last census, taken this year, showed 465,766, an increase of 63 per cent. This places Detroit ninth in rank of population of cities in the United States. It places it first in line as to increase in the number of inhabitants. It stands forty-fifth in population of cities in the world.

That Detroit is the logical place for the world's automobile center can be better understood after considering the following points: For years it has outclassed its competitors in the manufacture of gas and gasolene engines; in the manufacture of radiators; in the building of cars; in turning out bodies for carriages and wagons; in the building of boats and water craft of all kinds; in sheet brass and copper products; in paints and varnishes; it had at command all the finer and desirable woods. Everything in the line of necessities or requirements in connection with the new industry was in abundance, and at its very doors. It was simply another step in line of advancement, and the city of diversified industries was equal to the emergency. So that when the matter of assembling an automobile presented itself, for practical purposes in the present as well as the future, Detroit was found to possess superior advantages over all its sister cities. And today it manufactures fully 60 per cent of the national output of automobiles.

The first automobile factory in Detroit was established in 1899 and the second in 1901. A year later the third appeared; then two more in 1902 and in 1904 there were 12 companies in operation. At that time they employed 1584 wage earners, had a capital of $2,982,949, and the value of their product amounted to $3,382,212. Today this industry has grown to mammoth proportions and excels every other industry in the city. There are 46 automobile and motor car companies doing business in Detroit, 25 of which are manufacturers. They employ 40,000 wage earners. The capital invested approximates $50,000,000. This does not include the United States and General Motor companies, which represent another $25,000,000, and both of which are represented in this city. Nor does it include the companies manufacturing auto parts or accessories. It is estimated that the output of cars made in Detroit for the year 1910 will reach 175,000 and the valuation attain the sum of $200,000 000.

The accessories of this particular industry is an important feature in the industrial world. Every part of an automobile is manufactured in Detroit. There are 40 different accessories companies turning at their respective parts in that city. They represent a capital of over $10,000,000. They employ 20,000 wage earners. The total number of companies doing business in the line of accessories, is 96. And it is safely estimated that the output of accessories in the city of Detroit for the year 1910 will greatly exceed $50,000,000.

Some of the larger companies are equipping their plants with apparatus for manufacturing their own accessories, while others are meeting the same end through subsidiary companies. It is pointed out that direct production assures uniform product, supply, reduction in cost of manufacturing, and also lessens the price of the machine.

There is one point which impresses a visitor to the large auto factories, and that is the consideration shown for the welfare of employees. Plenty of fresh air, daylight, and better environment are the dominating features. They are model workshops, and have been instrumental in bringing about better conditions in other vocations, where there was a decided lack of factory welfare.

Our Canadian friends are evincing an active interest in the automobile and motor car industry, and thousands of cars made in the United States have been sold in the Dominion. The field is ripe for similar action all through Canada as prevails in the states. And to meet the demands for the trade in that country, several of the more prominent American manufacturers have recently established branch factories. In view of the fact that there is little or no likelihood of the 35 per cent duty being reduced or withdrawn, it becomes necessary to manufacture and sell direct. There are some companies who have assembled cars in Canada, and sold them there, but up to the present time there is not a single concern in the entire Dominion of Canada that makes its parts and turns out its own machine complete. It is simply done by assembling the parts.

Negotiations are now pending, however, which will provide for manufactories being established in the near future, in several of the principal cities of Canada. Toronto, Ottawa, Winnipeg, Vancouver and Montreal, and quite likely Halifax, are the points directly interested. During the present month, the first commercial truck in Canada was turned out at Windsor, Ont., and it occasioned no little surprise, for it was quite an event. It is the commencement of an immense business in that branch of the auto or motor truck business, and will closely follow the precedents of Michigan, profiting by the experience her artizans are rapidly gaining in Detroit, just across the river.

What the next revelation in Detroit's commercial activity will be is a rather mooted question. Strange as it may seem, however, one company has already been formed for the purpose of manufacturing airships, and a surprise in this regard may be presented almost any day. Biplanes, monoplanes and all kinds of "aircraft" are in line with problems which Detroit has contended with and successfully met.



BOAT HOUSE, HARBOR POINT, LITTLE TRAVERSE BAY, MICHIGAN.
There are over 5000 inland lakes in the state, and over 100 navigable rivers.

ACTUAL PRODUCTION OF AUTOMOBILE IS LITTLE UNDERSTOOD

E. A. Gilmore, Well-Known Agent, Gives Interesting Facts Regarding Building of Chalmers Cars.

MANY PARTS USED

"Probably the least understood of all of the phases of automobile manufacture is actual production," says E. A. Gilmore, of the Whitten-Gilmore Company, Boston distributer of Chalmers motor cars. "Pretty nearly everybody knows how they are sold and what they look like. Automobile advertising is probably read with more general interest than any other class of publicity. But I'll venture to say that not one person in a hundred of those not directly interested in the automobile business has any realization of the stupendous task of producing the hundreds of cars which are turned out annually in a big factory like that of the Chalmers company.

"I have often read of companies which produce 75, 80 and 100 cars per day. Some companies like to advertise that they have the facilities for the production of a given number of cars each working day. These reports are believed only because the general public has not a thorough undrstanding of the production end of the automobile business. To one in the business it is obviously impossible to set a certain figure for daily production and achieve that figure.

"Did you ever stop to think of the hundreds of parts that go to make up a motor car? These parts extend over such small things as cotter pins to members of frames and cylinder castings. No car is complete and ready for the market until all of those parts have been assembled with the utmost accuracy.

"The first task of the manufacturer is to procure the raw materials for these hundreds of parts. The second task is to make these parts, and the third to assemble them properly. When a new season's production starts in, raw materials are first procured and then the various departments begin the manufacture of parts. There are thousands upon thousands of parts and aluminum castings, some of them no bigger than a quarter, some of them half the size of a barrel. There are drop forgings of all sizes and shapes. There are scores of different gears, crank shafts, can shafts, connecting rods, propellor shafts, axles, steering connections, frames, valves, pistons. All of these things have to be made in such quantities that when assembling starts there shall be no delay in putting out the finished cars.

"When assembling finally begins the parts which are needed are requisitioned from the manufacturing stock department. There are, of course, many sub assemblies; for instance, the steering gears, the complete motors, the rear axls, the transmissions, the clutches and such parts are assembled in units. In the chassis assembly department these various units are brought together. When a car leaves the chassis assembly it is mechanically complete, requiring only the fitting of the body, the fenders etc. to make it a finished car.

"Of course this system of assembling and producing cars is very complete. The organization at the Chalmers factory has each department working with the regularity of a machine. But what I have said shows how one department is continually chasing another throughout the season of production. It is a sort of relay race.

"Enough for the routine of automobile production. Now let us see how accurately production can be gauged. The Chalmers Motor Company, for instance, plans to produce 100 cars per day. They have all of the parts for the chasses of 100 cars. Then when they get 100 chasses to the finishing floor they discover that the sheet metal department had not quite finished japanning the fenders for the cars. Perhaps they would hold 50 cars, so that that day's production might fall down to even 10 cars, while on some days it might be possible to turn out 200 cars.

"You see production must always fluctuate because no man can say with positive certainty that he will have absolutely every part that he requires for a given number of cars each working day. He might be able to get these parts if he were willing to take a chance on their perfection but the well built car and the car which has a steady and constant sale is that in which every part is so thoroughly inspected that the manufacturer can guarantee it as nearly perfect as the best of materials or the most accurate machinery and the most skilled hands can make it."

RIVER TO RIVER ROAD PLEASES IOWA AUTOISTS

Passes Through Twelve Countries and Was Improved by an Association Started for That Purpose.

DES MOINES, Ia.—Automobilists who have done much touring in this state the past summer have noted with much satisfaction the river to river road which has been put in condition from Davenport to Council Bluffs, passing through this city. The road was constructed and put into condition by the River to River Road Association, an organization made up of the good roads enthusiasts of the 12 counties through which the road passes. Each county was represented by one man, who was known as the executive committeeman. These committeemen with the secretary comprise the active members of the association. The road was projected by a local paper to show what could be done with Iowa dirt roads with the present township road making organization and under present road tax levy without any additional legislation.

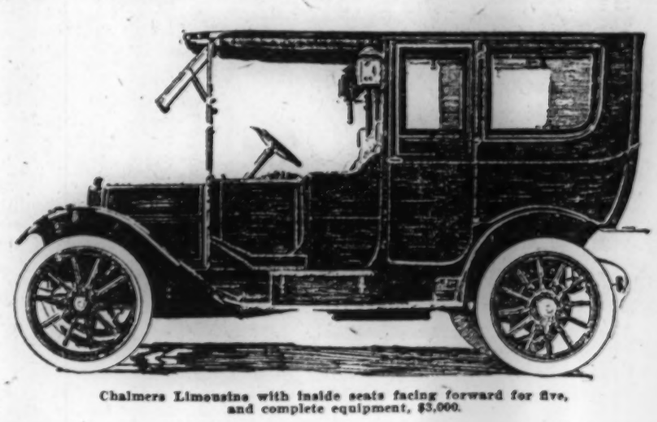
Each executive committeeman had to pick a route through his county which would connect with the routes chosen by the county on either side. When a continuous route across the state was completed the committeeman and his associates took up the matter of improving the road with county supervisors and township officers. It took about six weeks to put the road into good shape and the Glidden tour was the first big event over the road. The Glidden tourists declared that the River to River road was a veritable boulevard from one end of the state to the other. They came into this city from one to two hours ahead of schedule, delighted beyond measure at the easy run.

The cost of the work to date has not averaged more than $2.50 per mile for all dragging work done. There are some few short stretches which still need improvement, but these are rapidly being fixed up. Several communities along the line have plans under way for next year to experiment with oil on the surface. One or two others have plans for making a start with macadam and brick as a hard road surface for the center.

BRITISH POSTOFFICE BUSINESS.

LONDON—In a recent speech in the House of Commons the British postmaster-general stated that 15,000,000 of half-penny packets and letters pass daily through the British postoffices.

No greater limousine value at any price than the $3,000 Chalmers



Chalmers Limousine with inside seats facing forward for five, and complete equipment, $3,000.

A GOOD Limousine like the Chalmers is a rare combination of utility, beauty, comfort and luxury. To the business man who is compelled to live miles from his office, the speed, the warmth, the exclusive comfort with which his Limousine takes him to and from work seems almost too good to be true. He is independent of street car delays and train schedules. He is not worried by the rush; he is not bothered by bad smelling air nor subjected to strap-hanging.

But the utility of the Chalmers Limousine doesn't stop here. The whole family benefits. It is a willing worker. It asks no favors of the weather. It is at your service always and it is reliable — tireless — comfortable from early morn till late at night.

It takes the women shopping and calling. It brings the children home from school. Late at night when you are returning from social pleasures, it is the very acme of comfort.

Women buyers, so critical of details, are quick to note the superiority of the Chalmers. We are particularly anxious to show this car to ladies. We know it will please them.

There is not any better body, there are no more refinements to be found even on $7,500 cars than you get on the Chalmers Limousine. We couldn't make so broad a statement unless we had the car right in our show rooms to back it up.

Body builders tell us there is more room in the Chalmers Limousine than in any other Limousine made. The upholstery is of the finest quality broadcloth or whip cord. Nothing has been overlooked. The speaking tube, bouquet holder, toilet case, eight-day clock, have all been selected with care. Everything is in good taste.

The chassis is the same as that used in the car which won the Glidden Trophy in the hardest touring contest ever held. It is ideal for town car use—compact, staunch, with the finest springs. The motor develops plenty of power without the vibration and waste of a big motor.

This Monogram on the radiator stands for all that you can ask in a Motor Car.

Before you decide on a Limousine, please see the Chalmers at our show rooms—there is no greater value at any price.

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ORCHESTRAL MUSIC IN LONDON

LONDON—Nothing can have been more gratifying to the sincere lover of music than the immense increase in popularity of orchestral music London during the last decade. To go back somewhat further, to the year 1893, London could not boast of one permanent orchestra with the possible exception of the Philharmonic, which cannot reasonably be counted, since it only gave, as it does now, seven or eight concerts during the year.

The real popularity of the orchestra began with the establishment of the promenade concerts 15 years ago, organized by Robert Newman and conducted by Henry J. Wood—in fact, one may almost say that to the last named is due to a very large extent the favor in which orchestral music now stands; to him fell the task of creating a public for these concerts, and how he has discharged his task is known to everybody. At any rate, in the present year of grace we have four permanent first-rate orchestras in London—the Queen's Hall orchestra, the London Symphony orchestra, the New Symphony orchestra and the Beecham orchestra. To describe the aim and policy of each of these and how they came to be established is the object of this article, and it is manifest that the support of four orchestras must mean that there is an enormous public in the metropolis for orchestral concerts of the highest class.


THOMAS BEECHAM.
London man who founded and conducts the Beecham Orchestra and Opera Company.

The Queen's Hall orchestra virtually owes its existence to the two gentlemen previously mentioned, and now gives the very large number of about 100 concerts during the year, of which 60 form the promenade concerts that are held during August, September and October.

The programs are widely diversified and the great feature is the large number of new works that are performed, the majority by native composers; every encouragement is given to these, as any composition showing striking merit is invariably given a further hearing, while occasionally they are played at the subsequent series of symphony concerts. Mondays are always devoted to Wagner, and as a rule draw the largest audiences; on Wednesdays the chief item is a symphony, while on Fridays the strictly classical rules supreme, Bach, Mozart and Beethoven being the composers most drawn upon, and the latter's nine symphonies are performed in chronological order. In the remaining nights of the week the music is generally of a lighter description, though it is no uncommon feature for a Strauss tone-poem to find a place in the repertoire on these evenings. This orchestra gives 12 symphony concerts on Saturday afternoons, for which the finest soloists, both vocal and instrumental, are engaged, and also plays every Sunday afternoon from October to April. Henry J. Wood directs every concert, and with the versatility for which he is noted, arranges his programs so as to suit the most eclectic taste.

The London Symphony orchestra was formed in 1904, and pursues an entirely different policy from any of its rivals. In the first place it has no permanent conductor, and is thus the medium for the appearance in London of many foreign musicians of note. Twelve symphony concerts are given during the season, generally on Monday evenings, and during recent years the majority of these have been conducted by the famous veteran, Dr. Hans Richter, and the distinguished Hungarian chef d'orchestre, Arthur Nikisch, but a large number of other notable conductors have also directed this orchestra during the six years of its existence, among them being Wassili Safonoff, Fritz Steinbach, the late Edouard Colonne, Felix Weingartner, Emil Mlynarski. It is obviously of so great interest to hear individual readings of well-known works that only occasionally is a new composition included in the programs, but it is understood that during the coming series a considerable number of new works will be given their first performance in England. The orchestra is also in constant request for the provincial festivals and many other concerts, and last season a Sunday evening series was given at Covent Garden opera house.

The New Symphony orchestra was inaugurated in 1907, and was conducted for the first year or so by Thomas Beecham, who subsequently resigned in order to form his own orchestra, which will be dealt with later. On his withdrawal, Landon Ronald, a conductor whose unquestionable gifts had hardly been quickly enough recognized in his native country, was offered and accepted the post. He speedily showed that his talent was of the highest order, and under his alert and careful training the orchestra have given a series of noteworthy concerts. They have now been engaged to play every Sunday from October to June at the Royal Albert hall, and the season just closed has been brilliantly successful in every way; both by reason of the excellence of the artists engaged and the splendid playing of the band these concerts have taken a high place in the music of London. Large audiences are invariably the rule, and taking into account the enormous seating capacity of the building, this means much, and it is largely due to the excellent judgment and judicious enterprise of Hilton Carter, the manager of the Albert hall and organizer of these concerts, that such splendid results have been achieved.

The Beecham orchestra was established in 1908, and in this and the following year many concerts of great interest were given, but for the past few months the founder, Thomas Beecham, has devoted his entire time to opera. In this his orchestra has played a prominent part, and particularly distinguished itself at the performance of "Elektra," with which the opera season commenced. When Dr. Richard Strauss came over to London a week or so later to conduct his own work, he spoke in most glowing terms of the manner in which they responded to his wishes and overcame the many intricacies of his score. After a month's season at Covent Garden in the spring, of which the extraordinary success of "Elektra" was the leading feature, a three months season of "opera comique" was given at His Majesty's theater in the summer. During this period operas ranging from Mozart to Richard Strauss' "Feuersnot" were performed, and throughout the season the playing of the orchestra elicited most enthusiastic approval from both press and public. In October, another three months' season was given at Covent Garden, the artists engaged including a very large number of native singers—in fact Mr. Beecham is encouraging British talent in every direction.


(Photo by Bruithopf & Hartel, London.)
HENRY J. WOOD.
Conductor of Queen's Hall orchestra, a leader in this work in London.

and no praise can be too high for the policy he has decided on, and the admirable manner in which he is carrying it out.

It is not possible to conclude this article without a further reference to the Philharmonic Society, which is now nearing its centenary. For some years it was the custom to appoint a regular conductor for each season, and Sir Alexander Mackenzie and Dr. F. H. Cowen have both held this post at different times, but during the last few series of concerts given, a different conductor has been engaged for each. This has added considerably to the attractiveness of the concerts, and the list for this season includes such familiar names as Nikisch, Mylnarski and Sir Edward Elgar. A feature is made at these concerts of new works, which are invariably admirably selected.

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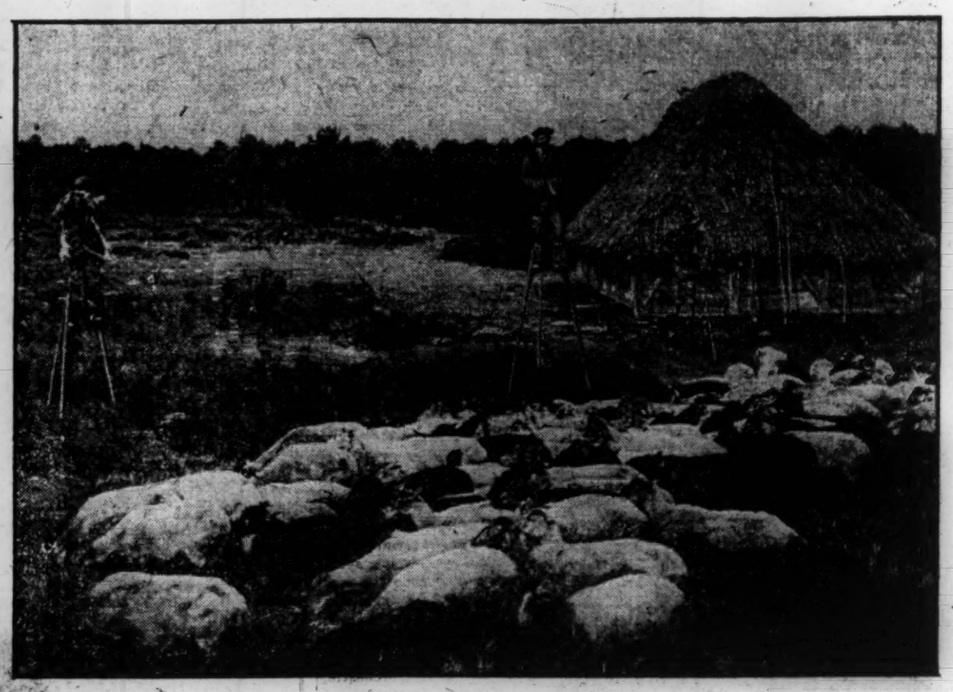
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France Holds Big Influence in Councils of World

Denial entered to charge that nation has lost prestige.



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SHEEP HERDERS IN THE INTERIOR OF FRANCE.

PARIS—The question was recently asked in a prominent salon in Paris "When will France regain her influence in the councils of Europe?" The reply, given with authority at the back of it, was: "The influence of France in the councils of the world is actually greater at the present moment than at any time during the last 100 years." The answer was as refreshing as unexpected, after the prophecies of those who are perpetually quoting the present numerical decrease of population in France as a sure sign of the "beginning of the end."

Without for a moment questioning the accuracy of the statistics most generously furnished with regard to the rate of the decline of the population, it may be well to consider somewhat the actual value and relative importance of this fact in determining the position of France today. The vital question to decide upon is, whether the progress or decline of a nation is determined chiefly by its numerical rise or fall, or whether it is based upon more fundamental factors, in short, upon the capacity of the mental force or activity underlying the life of its people.

This fortieth anniversary of Sedan is a fitting occasion upon which to survey somewhat the situation, to investigate the evidences of the degeneracy which we are told is slowly but surely creeping over France.

Looking back we see France crushed, humiliated, harassed from within and without, beaten by a stronger military force, purchasing her liberty at a price and on such terms that many of those most experienced in the world's affairs concluded that she had fallen never to regain her former status.

The fact that this prediction has not been borne out in actual experience points to the existence of some underlying and unsuspected recuperative force, and we are naturally led to ask ourselves wherein it lies.

Through the past centuries we see on every hand evidences of the leadership of France in the realm of mental activity. Decade after decade, century after century, we see proofs of the same persevering, courageous, patient and cheerful struggle after more knowledge.

Imperishable records of the nation's prodigious labors in the world of thought and of its unwearying search after new ideas and knowledge are to be found not only in the scientific and philosophical centers of France but in those also of the whole world, and today, as a patient investigator of truth, as a pioneer in the thought world, France still stands as preeminent as in the days when the eyes of the whole world looked to her to lead them.

Let us look for some specific evidence of the vitality of the people's thought in national life.

Looking first into agriculture, which one may truly say is the basis of French national life, we come to realize the force of the statement, a truism to the Frenchman, that the peasant proprietor is the backbone of the country. His qualities of patient persistence, courage and thrift, his breadth of idea, coupled with a simplicity of mind and with a high degree of intelligence for his class, all these enable him to apply himself to the problems of his calling with a vigor that is evidenced in the high state of efficiency to which this industry has attained.

Agriculture and forestry, with their many ramifications, the culture and new development of fruits and flowers and the kindred industries which have grown up around this department of national life, have reached in France a very high level of scientific development. Probably in no other country in the world is the commerce arising from these industries organized on a better or more efficient basis, nor do we find elsewhere the same facilities for financial cooperation as are here afforded by the banks and other financial institutions which make a specialty of supporting these interests.

In manufactures we see as the essential feature of French work fineness of quality and finish. It has been objected that much of the manufactured product of the country, especially in the machinery and engineering departments, is even too highly finished, that, in fact, unnecessary labor is spent on it. However that may be, if is certainly true that ambition to excel is found in a marked degree among all branches of skilled workmen and in the examination of those industries which may be regarded as especially French in origin we see, wherever individuality is a necessary element to successful work, an almost inimitable degree of proficiency. To take one instance only, one which in fact may be considered as international in character—the motor and its allied industries, which have already revolutionazed transportation facilities throughout the world. France has here from the first, in spite of modern conditions and competition, led the way, and in fact still leads it, by superiority of idea and workmanship.

In physical and scientific research proof is not wanting of her continued vitality. The almost unlimited possibilities that have been opened up by the recent discovery of radium alone would of themselves establish proof of the seriousness of her work in this field.

Politically the country is passing through a stage of transition, a stage which is believed to be anterior to a great complexity of parties. It has been said that there may be found in the Chamber almost as many differing opinions as there are members, and while this fact, at the moment, is more conducive to obstruction than to progress, yet the cause is to be sought for in the persistent strength of that individual thought which is all the time reaching out and seeking for newer and broader political truths.

With regard to her influence with foreign powers, it may be noted that hardly any great reform, either social or political, has taken place in the last decade, in whatever country, but has been affected either directly or indirectly by French thought. With few exceptions all the great powers of the world have turned in their time of need to France for advice in dealing with international questions. The countries of eastern Europe and Asia, as well as the republics of South America, in their struggles for liberty and progress have one and all invariably looked to her for enlightenment and have followed her advice in the initiation of their social and political reforms. Russia, Bulgaria, Turkey, Persia and other countries, not even excepting Egypt, all in turn have used and profited by French example, French precedent and French intellect.

In art the same evidence of patient investigation, of laborious searching for newer truths, is prevalent in all schools. Traditional methods, old lines of thought, no longer satisfy, everywhere the artist is seeking a larger vision, a truer method of self-expression, and today, here, imitation has no status, individual truth-seeking alone prevails. That the artist in France has something to say, a message to give, cannot fail to be observed; and by the artist is not here meant only the sculptor, the painter, the architect, but all those workers, in whatever field, whose work is rather the expression of an ideal than a means of livelihood. Perhaps in no other country as in France is this desire for self-expression so widely spread and deeply rooted. Love of his metier and seeking of perfection in it instigates not only the artist, but the artisan also.

In literature and the drama France might well rest upon her past laurels, so undisputed has been her lead, but we see actually here also the same tireless activity of thought, the same striving after that perfection which has made the glory of her literary and dramatic art in the past, and by which she still retains the lead.

Let us look at a few of the great instances of development from a world-wide point of view, of progress and the consequent benefits arising therefrom, which had their origin in French thought.

Take the case of Egypt. The Suez canal was conceived, built, and operated as the direct result of French thought. The transformation of Egypt is one of the wonders of the world, and while it is not claimed here that this has been accomplished by France, nor even contended that the remarkable development of the interior of Egypt could have been so well or so quickly, even if it could have been done at all, under French colonial administration, as under the more experienced colonial administration of Great Britain yet the great initiative, the vigorous fresh thought which caused the scheme to become in its initial stages a practical one, was due entirely to France.

As an administrator France in the past has lacked many practical qualities. Here has been her main weakness and one that has been mainly responsible for preventing her becoming a great and successful colonial power. Recent results, however, in her own colonies and the intelligent adoption of the most successful British colonial administrative methods are rapidly tending to make her non-success in this direction a thing of the past.

Turning to another case even more recent, and in another part of the world, the Panama canal, which for far-reaching possibilities in the direction of world progress stands unique, it is indisputable that no other power in the world could carry out more efficiently this gigantic scheme which is fast becoming a fait accompli than could the government of the United States of America. It is equally indisputable that the French failed and failed miserably in attempting to carry out this scheme. There remains, however, always the undeniable fact that it was French thought which originally conceived this great idea, French vitality that gave birth to the scheme.

Another great international scheme, as yet undeveloped, but one which is entirely the outcome of French initiation, is that of the linking of the continents of Asia and North America by means of a tunnel under the Bering Straits, an idea which is considered by many at this date as a wild fantasy of the most chimerical order. We venture to put forth the idea that there is even more ground for tangible hope of the ultimate completion and success of this project than ever there was in the early days of the ultimate carrying out of either the Egyptian or of the Panama schemes, and perhaps the public would be more than astonished if they realized the stage of development which it has already reached in the realm of practical politics.

Wherein then lies the recuperative force which has enabled France to rise again to her present high level and upon which she may confidently rely for future prosperity?

She cannot hope to acquire vast possessions like those of Great Britain, she cannot point to a phenomena' development of commerce and industry as seen in the country of her well-tried friend, the great sister republic, nor does she possess the vast natural resources and undeveloped riches of the slowly awakening China—none of these can she claim; but in the realm of thought, where alone must originate all true greatness, her equipment for investigating a world whose possibilities are limitless must remain unchallenged.

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The Scarfs are plain but distinctive. The Muffs are the large square pillow and barrel shapes. The most beautiful fur sets ever offered from..... $25 to $150

Women's Fur Outside Coats from	25 to 350
Women's Fur Lined Coats from	50 to 200
Men's Fur Outside Coats from	15 to 250
Men's Fur Lined Coats from	35 to 500

We have on exhibition over 700 Coats and are sure to have one to please you.

Fur Caps and Gloves in Large Assortment

Fur Gloves and Caps from $3.50 to $25. Splendid values for $5, $7.50 and $10.

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LOCATED ON THE PREMISES.

Special orders of Alaska Seal and Persian Lamb executed in the most satisfactory manner. Large assortment of skins. We guarantee to meet and in many cases undersell competition. We will gladly let you take our garments for comparison. Don't buy fur garments until you have examined ours.

Furs redyed, remodeled and repaired in a thorough manner at a moderate price.

We do not expect you to accept a garment until it fits properly, and we insist that all garments leaving our store shall fit satisfactorily. WE MAKE NO CHARGE FOR ALTERATIONS.

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We want you to give us your address so we can send you each month our bulletin of new roll music.

¶Readers of this paper who have players will be particularly interested in our collection of hymns.

We can fill orders for any roll that has ever been cut. Write us today if you want any rolls for Christmas gifts. We carry both the Connorized and Vocalstyle music.

A Three Days Trial of the Victrola Free

Without placing you under any obligations to buy we shall be pleased to send a Victor Victrola and several records to your home. WE WANT YOU TO KNOW THE POSSIBILITIES of them without charge. If at the end of that time you feel that you do not want to keep the instrument it may be returned at our expense.

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Every home and library should have a Tearle Student's desk. It can be attached readily to the arm of a chair without damaging. Swings completely around, thus giving free access to the chair. Holds two or more books and has a holder for a reference book. Always ready for use. Never in the way. The desk top is 21 inches wide and is made in mission oak and mahogany finish.

Price complete **$2.50.** By express, prepaid, $2.80.

Special Line of Christmas Cards

from designs made by John H. Tearle. Three folders in colors with inserts containing verses and greetings. The three for 35c. One folder in brown with page for written message 5c. Four cards of greeting (very artistic) in colors with pictures of "The Boy Christ," Seichel, "Madonna," "Come Unto Me," and rural scene, the four for 30c.

A carefully selected line of pictures, water colors, souvenirs, mottoes, etc. Free Illustrated catalog sent on request.

The eight mailed for 70c.

JOHN H. TEARLE

420 BOYLSTON STREET, BOSTON, MASS.

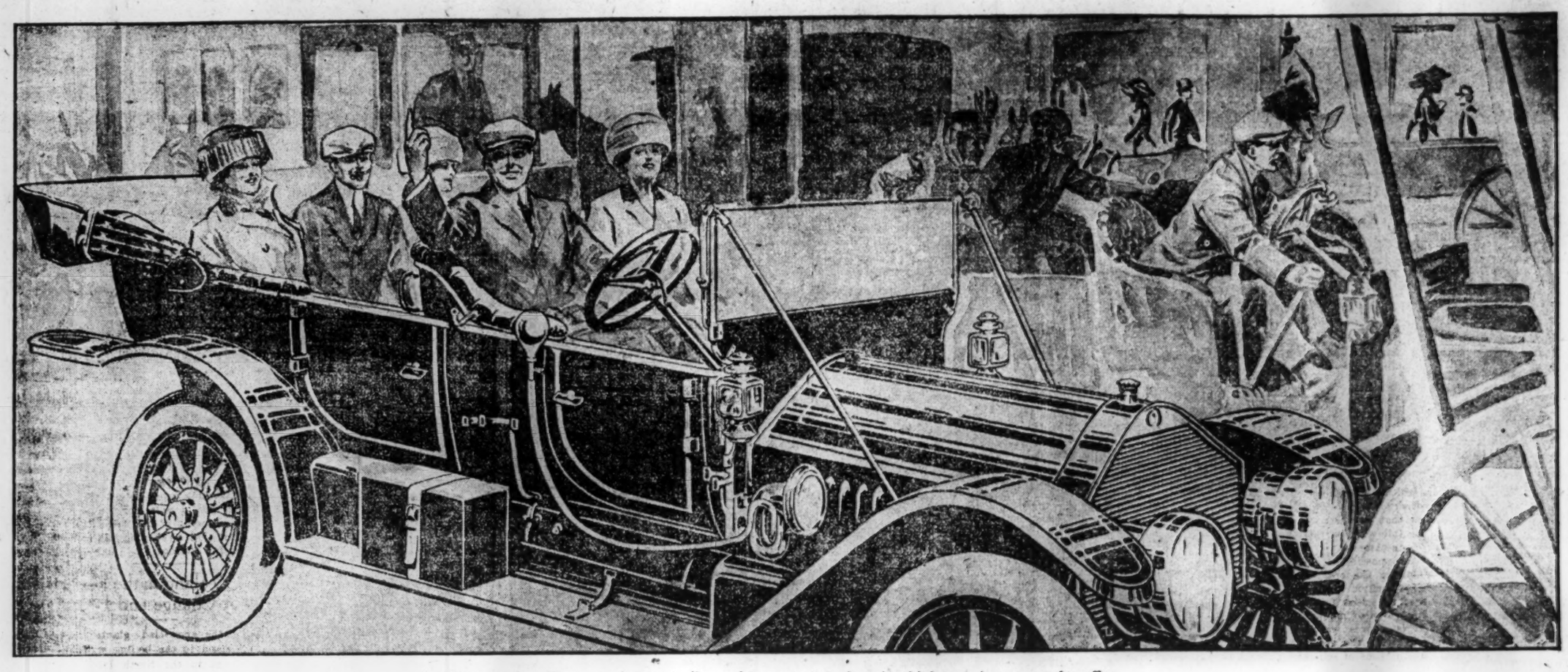
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Interior Designers, Decorators and Furnishers of both Private Residences and Public Buildings

Mural Hangings, Furniture, Floor Coverings



Thomas 6-40 Flyer running at 2 miles an hour on never-changing high gear in congested traffic.

Two or Sixty Miles an Hour on High Gear

THIS SOUNDS EXTRAVAGANT to the experienced motorist, no doubt. It would have sounded so to us two years ago. Yet the Thomas 6-40 Flyer will do it without any trouble. We demonstrated it convincingly by a public test over a 2,000 mile run the other day. Thousands saw this demonstration and marvelled at it.

We ran from Buffalo to Pittsburg, to Philadelphia, to New York, to Boston, to Albany and back to Buffalo over the New York to Paris race route.

Any one who has ridden from Pittsburg to Philadelphia in a motor car knows it is the hardest stretch of road to be found in the East, while the road from Boston to Albany crosses the arduous Green and White Mountains.

Not only are the ascents precipitous—notably Mt. Washington, Jacob's Ladder, Cove and Meadville Mountains—but the roads are full of waterbreaks, so that driving at high speed is almost impossible over them.

Many a well-made car which has been driven at speed over them has been racked as severely as it would be by a year of normal use.

We covered these stretches of road—and the rest of the 2000 mile route as well—ON HIGH GEAR ALONE.

We even took the other gears out of the car and sealed the gear-box, so there could be no possible doubt in the mind of any one that we used high gear only, while A. A. A. racing officials certified to the performance at various points en route.

THIS MEANS WE STARTED THE CAR ON HIGH GEAR

ran it through congested traffic, climbed the steepest hills with it, turned abrupt corners to enter these ascents, so that we could not rush at them to get a start.

It means that we accomplished other feats that the average motorist would say were impossible. *And so it would be with most cars.* In fact we do not know of another car which could equal this showing.

It is due to no special ingenuity on our part, but to the fact that we were far-sighted enough to realize that the long-stroke, large-valve motor, used *practically exclusively abroad*, is the most efficient, most powerful motor made, and, combined with six cylinders, is as near perfection as the science of man has yet attained.

TO MEN WHO KNOW MOTOR VALUES it is scarcely necessary to point the moral. The elimination of the necessity for gear shifting removes the one barrier to the complete enjoyment of motoring. It avoids the jerks and jars that distress every one when running in congested traffic. It avoids the rasping noise incident to gear shifting, so trying to one's comfort. It makes smooth, steady, comfortable riding possible under all conditions of travel if your car is equipped with proper springs.

REMEMBER.

These features are found exclusively in THOMAS CARS, which alone have the great motor improvements that all high-grade cars must eventually adopt.

6-40 Touring Car (5-pass.), Flyabout or Tourabout, $3750; Touring Car (7-pass.), $3850; Fore-door Touring Car (5-pass.) or Torpedo Flyabout, $3900; Fore-door (7-pass.), $4000; Limousine (7-pass.), $5000; 6-40 Landaulet (7-pass.), $5100. ALL PRICES INCLUDE COMPLETE EQUIPMENT.

6-70 Touring Car (fastest and most powerful stock car built), Flyabout or Runabout, $6000; Limousine $7500; Landaulet $7600.

The Thomas Flyer

NEW YORK TO PARIS WINNER — WORLD'S CHAMPION-STILL UNAPPROACHED

Licensed under Selden Patent

4-28 Town Car (the most suitable car for city and suburban service): Brougham, $4000; Limousine $4100; Landaulet $4250.

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Thanksgiving Number

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, NOVEMBER 23, 1910.

Section Five

Cities Push Panama Canal Exposition for 1915

San Francisco Offers All the Varied Scenic Wonders of the Great West and Feels Certain of Success in Securing Proposed World's Fair Five Years Hence.

SAN FRANCISCO—Back of the general and gaining conviction that San Francisco should be the site of the International exposition which will express America's jubilee at the completion of the Panama canal and the opening of a short cut to the ports of the world, are two compelling forces. They are the spirit, the enthusiasm, the energy—in a word, the will of the West; and the natural wonders of the West itself. Both are sureties for an exposition that will be, if we admit nothing more for it, startling, unusual, unique. The will of such a people can not produce the conventional, for it knows not convention. The traditions of the West are little older than today's westerners.

There is a force that compels an enthusiasm such as that manifested at San Francisco, April 28 last, when several thousand business men gathered on the floor of the Merchants' Exchange in this city and broke all world's records in subscription raising. Within two hours time these men pledged $4,089,000 toward the $5,000,000 capital stock of the Panama-Pacific International Exposition Company. Since that time, too, $2,500,-



CALIFORNIA FOREST GIANT.
Tree "Wawona," in Mariposa grove of sequoias, reached from San Francisco.

000 more has been added by voluntary subscription. More than $6,500,000 for the privilege of celebrating an event still four and one half years in the future!

There is power and persuasion also in the spirit of a state that votes $5,000,000 more for the dream the West is dreaming, and the stuff that makes dreams come true is in the action of citizens who plan to pledge the municipality for another $5,000,000 to match the state's great gift.

Granting for a moment that an exposition held in San Francisco would be fully as wonderful as one held in any city in the older and less attractive parts of the country, let us look at the surroundings of a great fair given in the heart of the West. In addition to the exposition buildings themselves, the marvels that millions will construct, let us consider the wonders already planted—the hills and waterfalls and giant trees—the works of nature, always greater and grander than the most aspiring efforts of men.

San Francisco's exposition will be nature's exposition. Coming from or going to the Sunset city the visitor must pass through wonders, the fame of which has spread over the earth. These peaks and canons, which every man that civilization has touched ardently wishes to see, will be visible to him, as easily accessible as the exposition itself and a part of the exposition. Those wide valleys and rich plains, to be populated and developed by the Panama canal, will be displayed, laid out as exposition exhibits, one might say.

Within California are the fruitful orchards and orange groves, the giant redwood trees, snow-capped Mt. Shasta, beautiful Lake Tahoe, the gold mines, the spreading oil fields of the south, the matchless Yosemite valley, and the wild and impressive mountains of the north. All these are easy of access.

San Francisco's situation geographically in relation to the Panama canal, and with respect to the centers of population in the eastern and middle western states and the countries of Europe, adds to her attractiveness as a site for the celebration. There can not be the slightest doubt that every one visiting the exposition will desire most ardently to visit the canal which supplies the very reason for the exposition, and by direct sea route the "big ditch" will be a feature on the voyage to San Francisco. A special low rate will be given by steamship companies running from all the principal ports on the Atlantic shore of the United States, from Europe and the gulf cities. The ticket will be good for a continuous trip by sea to San Francisco, with a return over a choice of rail routes, and a stop-over at Panama will be a certainty. Thus, from the greatest centers of population, a rate that must be at least as low as the special railroad rate across the continent will be granted for a trip to San Francisco through the canal that will mean so much for the Pacific coast metropolis. If the exposition were held on the gulf coast it would mean a round trip sea voyage from the great centers of population to the site of the celebration.

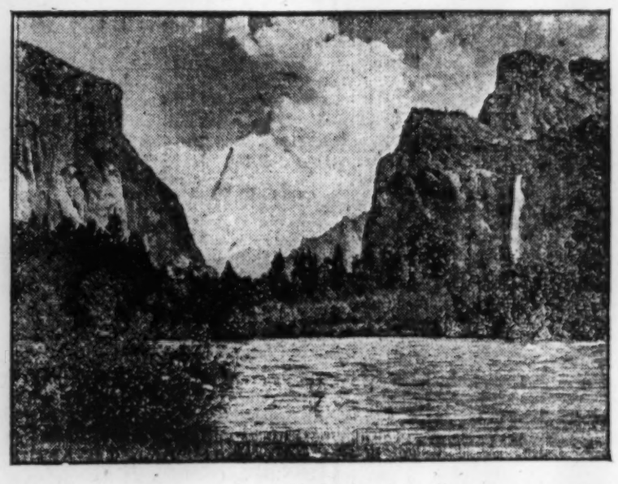
It has been said that the most interesting sight the Panama-Pacific international exposition in 1915 can show the world, however stupendous and varied be the exhibits gathered there, must be California's gold mines—the methods of the "forty-niners" in seeking the precious metal, the later hydraulics, the quartz tunnels burrowing into rock and earth, the cyanide process, and, most modern of all and most successful, the giant dredgers scooping up the earth along the Yuba, the American and the Feather. All these sights will be most easy of access from San Francisco.

On one of the main lines from the East is the scarred and bare district neighboring on Dutch Flat and Gold Run, where years ago men tore trees, rock and earth away with great monitors that threw solid columns of water. In the same district, but more general now around Nevada City, which is reached by train also, are many individual placer mines, as well as some of the most successful quartz mines now operating in the state. Railroads run to Angeles Camp, Jimtown and Sonora, where Table mountain, made famous by Bret Harte, still stretches its level slope across the Stanislaus.

Most accessible are the gold dredgers that now are keeping up California's gold output, and increasing the total every year by additional millions. Swinging their great cranes through day and night, these giants roll in artificial ponds, eating their way into the bank from the rivers, throwing up rock behind them as they go, until some are seen operating miles from any stream, still rolling in the ponds they dig out before them. Their great shell-like scoops have held the greatest proportion of the state's gold production for several years past.

Then the world takes its vacation in the summertime, and because of San Francisco's delightful summer weather that is when she will hold her celebration; though California's winters, as all the world knows, could as well be the season for the jubilee. But, as California can choose her time, she does choose the season when school teachers, children, clerks, workers of all kinds take their respite from toil.

But in the naming of the charms of all the West, occasion should not be lost



VIEW OF YOSEMITE VALLEY FROM BRIDAL VEIL MEADOWS.

to tell of an attraction that has been constantly growing since the year 1906, and is becoming more and more a marvel to strangers. It is San Francisco reconstructed—the city that has risen in steel and concrete from the ashes and mortar of four years ago. More than $300,000,000 has been expended in building the city that has been termed "the last word architecturally in cities." Block after block of business houses, modern and artistic, with the strength of steel and stone; block after block of imposing residences; fine apartment houses and great hotels equal to any in the world, complete the record of western enthusiasm and energy. Four hostelries that London, Paris and New York can not excel have long been caring for visitors since the fire, and dozens of other excellent hotels, with hundreds of less capacity, make up a series that can accommodate more than 100,000 people, and do it well.

Such are some of the attractions that will charm the visitor to the Panama-Pacific international exposition in 1915—"Nature's exposition." It is because of these marvels, because westerners know that they will arouse as much interest even as the $50,000,000 exposition itself, that San Francisco is being heralded the "Exposition city," and California the "Exposition state."

Applying Conservation in Missouri

Good roads and soil improvement important questions.

KANSAS CITY—One of the most important subjects of discussion today is the question of "conservation." Naturally the inquiring mind would ask: "What is Conservation?" and the writer is requested to apply the answer to the state of Missouri.

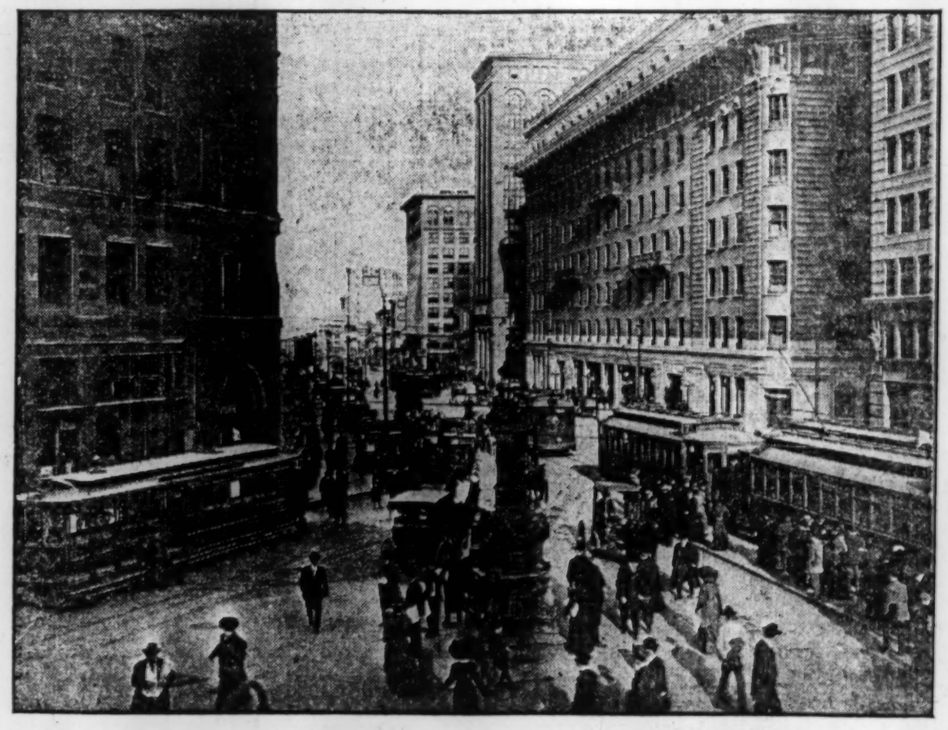
The Great Teacher said: "Go ye therefore and teach all nations." Ever since that time men have been thirsting after knowledge. Missouri recognizes the fact that the man who is mentally equipped is not only able to take better care of himself but is also in position to assist others, therefore, she has and is extending every effort to conserve the mental forces of her people and their children by providing the most practicable and thorough systems of education and training. With this object first accomplished then Missouri citizenship is in position to turn their efforts to the conservation of material resources.

Missouri recognizes that the city, county and state which has good roads will attract the wise, desirable and intelligent homeseeker, and Curtis Hill, Missouri's road commissioner, is receiving hearty and cordial support from all parts of the state, and we bid fair in the very near future to have a "state highway" reaching across Missouri from Kansas City to St. Louis.

The conservation and improvement of the soil, the most important heritage of any country, is one of the most potent questions confronting the people of the nation. A few years ago it was not necessary for the people of Missouri to look so closely after the preservation of the soil, for there were then vast tracts of new land still to be purchased at small price in the West, Northwest and South. Conditions have changed, there is no more unimproved cheap fertile land in this country, except in a few remote places.

The agricultural department of Missouri State University at Columbia, is one of the foremost agricultural colleges in the United States in teaching the conservation and restoration of the soils and is securing an increased production in Missouri per acre in all lines of farm products. This restoration or conservation of the soil presents no very difficult problem, but the question of protecting the river bottom lands from floods, and the drainage of swamp lands along the Carrollton bottoms and in southeast Missouri call for feats of engineering and large sums of money. The loss from floods does not occur every year, but last year 1,903,340 acres of river bottom overflowed with a loss of crops of $21,760,-340. A system of dikes and levees are building now, which, when finished will

(Continued on Page Seven, Column Three.)



LOOKING DOWN MARKET STREET FROM KEARNEY STREET, SAN FRANCISCO.

New Orleans Puts Forward Argument That the City's Position on the Gulf of Mexico as an Important Port of Entry to the Canal Entitles It to Honor.

NEW ORLEANS—The most notable undertaking of the year in Louisiana is the united effort of its people to induce Congress to make New Orleans the scene of the great world's exposition that will celebrate the opening of the Panama canal in 1915.

The fact that New Orleans, by virtue of her location, climate and other natural advantages, would be the logical point for this celebration was first discerned several years ago by Thomas Payne Thompson, who is president of the state museum and a valuable member of the Louisiana Historical Society. He immediately brought the matter to the attention of the mayor of New Orleans and other leading citizens of the state, who formed the advance guard of the exposition movement toward which all activities and interests in Louisiana are now converging.



MAYOR MARTIN BEHRMAN.
Chief executive of New Orleans who is honorary chairman of exposition board of directors.

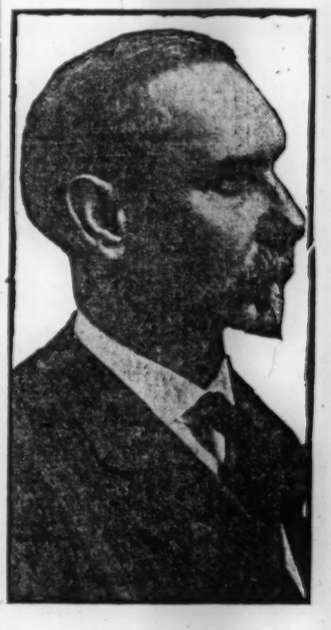


THOMAS PAYNE THOMPSON.
President of Louisiana state museum who first advocated Panama canal exposition for New Orleans.

During the last six months this movement has externalized in the "World's Panama Exposition Company," domiciled in New Orleans and legally organized, with power to issue stock at a par value of $100 per share. Gov. J. Y. Sanders is honorary president of this company, and Martin Behrman, mayor of New Orleans, is honorary chairman of its board of directors. William C. Chevis, one of the most brilliant and authoritative editorial writers of the state, resigned his position as managing editor of a leading New Orleans daily to become editorial director of the exposition company. One of the first fruits of his connection with the company is an illustrated monthly magazine, the Logical Point, issued regularly.

By way of securing the $5,000,000 fund that was said to be necessary to win the exposition for Louisiana, the company raised something over $1,000,-000; and got the Legislature, at its regular session in May, to vote unanimously for a constitutional amendment that would levy a tax to raise the remaining $4,000,000. As a further indorsement of the undertaking, the Legislature adjourned for a week and, headed by the Governor of the state, went resolutely to Washington in a body to urge upon the committee of foreign relations unanswerable arguments in behalf of New Orleans as the logical point for the exposition. When San Francisco subsequently asked that the maximum sum necessary to secure the exposition be raised to $7,500,000, the Louisiana Legislature was called in special session to increase the tax to be raised by constitutional amendment, so as to raise the additional $2,500,000 that was needed to qualify this city, financially, as an exposition claimant.

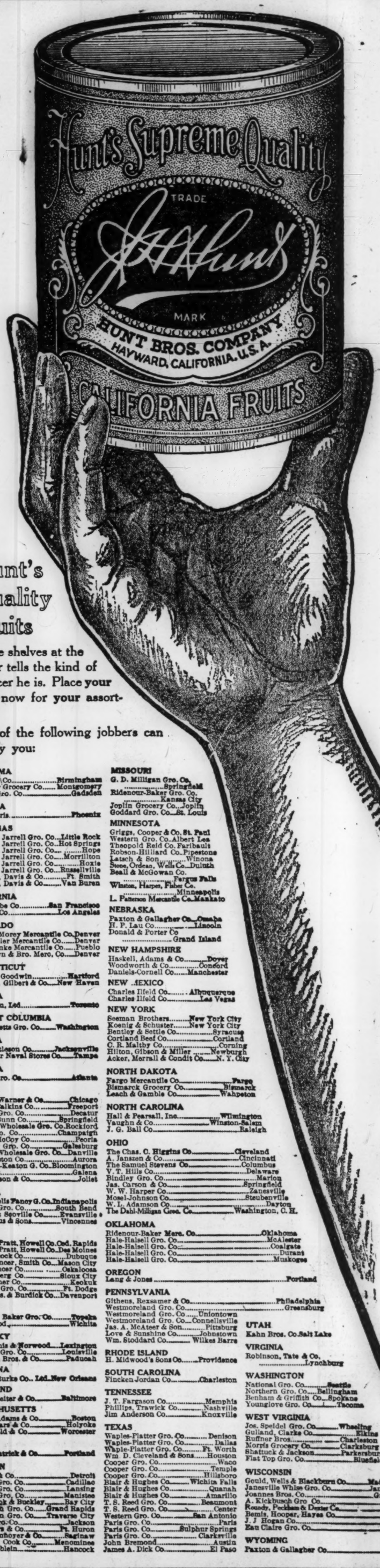
To insure the levying of this tax, that could only be done by a favorable vote on the amendment at the November elections, Governor Sanders declined to qualify as United States senator and, as Governor, entered upon an earnest personal campaign in behalf of the exposition for Louisiana. In this campaign Governor Sanders urged upon the voters the necessity of not only suporting the amendment for the exposition tax, but also to give it in perpetuity to the city as a park and pleasure resort. It is further planned to turn into permanent foreign consulates the buildings that will be erected for exhibits from the various countries that now maintain consulates at this port.



WILLIAM C. CHEVIS.
He resigned as managing editor of daily newspaper to be editorial director of exposition.

NEW POWER DAM ON SUSQUEHANNA

LANCASTER, Pa.—A power plant, designed to generate 135,000 horsepower, has just been placed in operation with the completion of the dam at McCall's Ferry on the Susquehanna river. The first power is being delivered to the Baltimore Light & Power Company over a specially built line to that city. The dam has backed the water of the river up for 12 miles, creating a splendid lake.



There's no lie on the label There's no LYE in the can

Hunt's Quality Fruits

"The kind that is not lye-peeled"

ARE THE

Highest Priced Canned Fruits in the World

Why?

Because, Being the Finest, They Necessarily Cost More to Pack

Hunt's Quality Fruits

on the shelves at the grocer tells the kind of a grocer he is. Place your order now for your assortment.

Any of the following jobbers can supply you:

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Collins & Co.....Birmingham
Vandiver Grocery Co.....Montgomery
B. B. S. Gro. Co.....Gadsden

ARIZONA
J. W. Dorris.....Phoenix

ARKANSAS
Plunkett, Jarrell Gro. Co...Little Rock
Plunkett, Jarrell Gro. Co...Hot Springs
Plunkett, Jarrell Gro. Co.....Hope
Plunkett, Jarrell Gro. Co.....Morrilton
Plunkett, Jarrell Gro. Co.....Hoxie
Plunkett, Jarrell Gro. Co...Russellville
Reynolds, Davis & Co.....Ft. Smith
Reynolds, Davis & Co.....Van Buren

CALIFORNIA
A. M. Beebe Co.....San Francisco
H. Jevne Co.....Los Angeles

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F. S. Hessler Mercantile Co.....Denver
Henkel-Duke Mercantile Co.....Pueblo
J. S. Brown & Bro. Merc. Co....Denver

CONNECTICUT
Tucker & Goodwin.....Hartford
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FLORIDA
C. W. Bartleson Co.....Jacksonville
Peninsular Naval Stores Co....Tampa

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Oglesby Gro. Co.....Atlanta

ILLINOIS
Sprague, Warner & Co.....Chicago
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Rockford Wholesale Gro. Co.Rockford
Eisner Gro. Co.....Champaign
The Jas. McCoy Co.....Peoria
Galesburg Gro. Co.....Galesburg
Danville Wholesale Gro. Co....Danville
F. E. Royston Co.....Aurora
McKnight-Keaton G. Co..Bloomington
R. Barrett.....Galena
C. J. Johnson & Co.....Joliet

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Indianapolis Fancy G. Co.Indianapolis
National Gro. Co.....South Bend
Parsons & Scoville Co.....Evansville
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Warfield, Pratt, Howell Co..Des Moines
J. T. Hancock Co.....Dubuque
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H. D. Spencer Co.....Oskaloosa
C. Shenkberg Co.....Sioux City
Buck, Reiner Co.....Keokuk
Ft. Dodge Gro. Co.....Ft. Dodge
Smith Bros. & Burdick Co...Davenport

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Ridenour, Baker Gro. Co.....Topeka
Jett & Wood.....Wichita

KENTUCKY
Curry, Tunis & Norwood....Lexington
Louisville Gro. Co.....Louisville
Covington Bros. & Co.....Paducah

LOUISIANA
Nicholas Burke Co.. Ltd..New Orleans

MARYLAND
Andrew Reiter & Co.....Baltimore

MASSACHUSETTS
Haskell, Adams & Co.....Boston
Lemuel Sears & Co.....Holyoke
B. F. Arnold & Co.....Worcester

MAINE
Conant, Patrick & Co.....Portland

MICHIGAN
C. Elliott & Co.....Detroit
National Gro. Co.....Cadillac
National Gro. Co.....Lansing
National Gro. Co.....Manistee
Gustin, Cook & Buckley.....Bay City
Musselman Gro. Co.....Grand Rapids
Musselman Gro. Co.....Traverse City
Jackson Gro. Co.....Jackson
F. Saunders & Co.....Ft. Huron
Phipps, Peckoyer & Co.....Saginaw
Carpenter, Cook Co.....Menominee
Ed. M. Lieblein.....Hancock

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G. D. Milligan Gro. Co.....Springfield
Ridenour-Baker Gro. Co.....Kansas City
Joplin Grocery Co...Joplin
Goddard Gro. Co...St. Louis

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Theopold Reid Co. Faribault
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NEBRASKA
Paxton & Gallagher Co...Omaha
H. P. Lau Co.....Lincoln
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Haskell, Adams & Co.....Dover
Woodworth & Co.....Concord
Daniels-Cornell Co.....Manchester

NEW MEXICO
Charles Ilfeld Co.....Albuquerque
Charles Ilfeld Co.....Las Vegas

NEW YORK
Seeman Brothers.....New York City
Koenig & Schuster.....New York City
Bentley & Settle Co.....Syracuse
Cortland Beef Co.....Cortland
C. R. Maltby Co.....Corning
Hilton, Gibson & Miller.....Newburgh
Acker, Merrall & Condit Co....N. Y. City

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Bismarck Grocery Co.....Bismarck
Leach & Gamble Co.....Wahpeton

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Vaughn & Co.....Winston-Salem
J. G. Ball Co.....Raleigh

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A. Janszen & Co.....Cincinnati
The Samuel Stevens Co.....Columbus
V. T. Hills Co.....Delaware
Bindley Gro. Co.....Marion
Jas. Carson & Co.....Springfield
W. W. Harper Co.....Zanesville
Mosel-Johnson Co.....Steubenville
W. L. Adamson Co.....Dayton
The Dahl-Milligan Groc. Co.....Washington, C. H.

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Ridenour-Baker Merc. Co.....Oklahoma
Hale-Halsell Gro. Co.....McAlester
Hale-Halsell Gro. Co.....Coalgate
Hale-Halsell Gro. Co.....Durant
Hale-Halsell Gro. Co.....Muskogee

OREGON
Lang & Jones.....Portland

PENNSYLVANIA
Githens, Rexsamer & Co.....Philadelphia
Westmoreland Gro. Co.....Greensburg
Westmoreland Gro. Co.....Uniontown
Westmoreland Gro. Co...Connellsville
Jas. A. McAteer & Son.....Pittsburg
Love & Sunshine Co.....Johnstown
Wm. Stoddard Co.....Wilkes Barre

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H. Midwood's Sons Co.....Providence

SOUTH CAROLINA
Fincken Jordan Co.....Charleston

TENNESSEE
J. T. Fargason Co.....Memphis
Phillips, Trawick Co.....Nashville
Jim Anderson Co.....Knoxville

TEXAS
Waples-Platter Gro. Co.....Denison
Waples-Platter Gro. Co.....Dallas
Waple-Platter Gro. Co.....Ft. Worth
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Cooper Gro. Co.....Waco
Cooper Gro. Co.....Temple
Cooper Gro. Co.....Hillsboro
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Blair & Hughes Co.....Quanah
Blair & Hughes Co.....Amarillo
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T. S. Reed Gro. Co.....Center
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Paris Gro. Co.....Sulphur Springs
Paris Gro. Co.....Clarksville
John Bremond.....Austin
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UTAH
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VIRGINIA
Robinson, Tate & Co.....Lynchburg

WASHINGTON
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Northern Gro. Co....Bellingham
Benham & Griffith Co...Spokane
Younglove Gro. Co.....Tacoma

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Guiland, Clarke Co.....Elkins
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Flat Top Gro. Co.....Bluefield

WISCONSIN
Gould, Wells & Blackburn Co.....Madison
Janesville White Gro. Co.....Janesville
Joannes Bros. Co.....Green Bay
A. Kickbusch Gro. Co.....Wausau
Rowdy, Peckham & Dexter Co.....Milwaukee
Bemis, Hooper, Hayes Co.....Osh kosh
J. J. Hogan Co.....La Crosse
Eau Claire Gro. Co.....Eau Claire

WYOMING
Paxton & Gallagher Co.....Cheyenne

Now Listen To This, Mrs. Housewife:

Did it ever occur to you that the **saving** in the cost of canning fruits falls entirely upon the **contents of the can** which is the only part you want? There is no saving on the can—or the box—or the transportation charges—or the dealer's profit. It's all in the method of packing and the contents is what suffers.

We could **save thousands of dollars annually** by using cheap methods, such as peeling peaches the common way—with boiling lye—but we could not use the delicate tree-ripened, full flavored fruit, which is the only kind used in *Hunt's Quality Fruits*. Besides the lye would paralyze the flavor.

That saving in cost which makes some goods cheap is so insignificant when applied to a single can, that nine times in ten you probably pay just as much for the cheaply packed kind as for *Hunt's Quality Fruits*. Now do you see the point?

We do not claim to pack the most, but we do pack the best, and our pack is necessarily limited. If this interests you and you want to insure getting some of these delicious fruits, place your order with your grocer **now** for a sample of this season's packing.

Now Mr. Grocer, Look Here:

Your Customers Want Just Such Canned Fruits As Hunt's Quality Fruits

Two or three cents a can is nothing to them, but it makes a lot of difference in what goes into the can. They are writing to us from all over the country, asking what grocers carry *Hunt's Quality Fruits*. Let us add your name to the list. Put in a stock and let it be known. You'll be surprised at the result and your customers will realize, perhaps for the first time, the deliciousness of

Real California Canned Fruits

You can now obtain this season's output in full variety. Order a case from your grocer today—your assortment will be just as you want it.

Remember this season's pack is over, and as fine goods are necessarily limited, your needs must be supplied early.

Don't wait, order a case or two today. Any good grocer can supply you.

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"Dainty Desserts" made with Hunt's Quality Fruits—49 printed recipes mailed free for the name of your grocer

Building New Wisconsin Capitol

Granite structure now being erected to cost about $6,000,000.

MADISON, Wis.—Much interest is being taken in this state today in the construction of Wisconsin's capitol building, in process of erection in this city at a cost of about $6,000,000. The magnificent granite structure will be completed and dedicated in 1915, according to present plans.

After the removal of the seat of government from Belmont to Madison in 1837, the building of the first state capitol was begun. During those territorial days in the great Northwest, days in which Wisconsin played a most significant part, the first capitol building was looked upon by the state pioneers with as much pride as the magnificent capitol building of today is looked upon by the present generation. This first structure, a two-story building of Wisconsin sandstone, was replaced in the natural course of events by a more pretentious building.

The second state capitol was started in 1858 and compared favorably with the beautiful buildings in other states. When this building was destroyed by fire in 1904, a movement for a still larger and handsomer building was at once started and an appropriation of $600,000 a year for 10 years was made by the Legislature of 1905.

The first granite of the new capitol was laid in August, 1907. The entire building is to be of pure white granite; even the dome, built of concrete and steel is to be covered with the beautiful white granite of Vermont. Situated on a commanding eminence of over 14 acres, lying between two lovely lakes in the city of Madison, the new state capitol will be a handsome and dignified structure. It will be approached by grand stairways leading to a terrace, around which extends a granite balustrade.



HOW WISCONSIN CAPITOL WILL LOOK WHEN COMPLETED.
This building replaces the one lost by fire in 1904; it will be completed by 1915.

The design of the building is a St. Andrews cross, with the four wings of equal area and height, facing the cardinal points of the compass. The wings are 125 feet in width and 85 feet in height. The front of each wing is to be topped by a massive pediment resting upon six granite columns of Corinthian design. The stone of the figures will be of the same material as the building. At present but two of the pediments are completed. The pediment of the west wing represents the natural resources of the state, referring to the products of the soil, of the forests and the streams. In the center is a statue of heroic size, representing Wisconsin. She is shown throwing back her veil, expressing allegorically that as the state advances she unfolds more beauty and wealth.

The pediment of the east wing is devoted to the subject of justice. It is called "Liberty Supported by Law." The largest figure is of Liberty, which occupies the center and she is shown bringing light to Justice and protecting Truth.

The four main entrances are through great pavilions in the angles of the building. Any entrance brings one direct to the rotunda, which is the great central feature of the building and is unique in design. The arrangement of the grand staircases gives fine vistas from the principal rooms of each wing. The rotunda is encircled by galleries, supported by red and by green granite piers, the product of Wisconsin. In the interior of the building stones from Wisconsin have been used wherever practicable.

The rotunda is covered by a dome which when completed will be 280 feet high. It is to be crowned by an allegorical figure representing Wisconsin. At the base of the dome overlooking the corner entrances are groups of statuary which add much effect to the symmetry of the whole.

The east wing contains the executive offices, the offices of the supreme court, of the attorney-general and contains besides the immense libraries. The supreme court chamber is square and lighted by a large central ceiling light. The room is finished in marble and granite of most delicate tints and colorings, so worked and blended as to produce most beautiful effects. The chamber is expected to be ready for the winter session of 1910-11.

The executive chamber is in the Venetian style. Events in the early history of the state are represented by historic paintings.

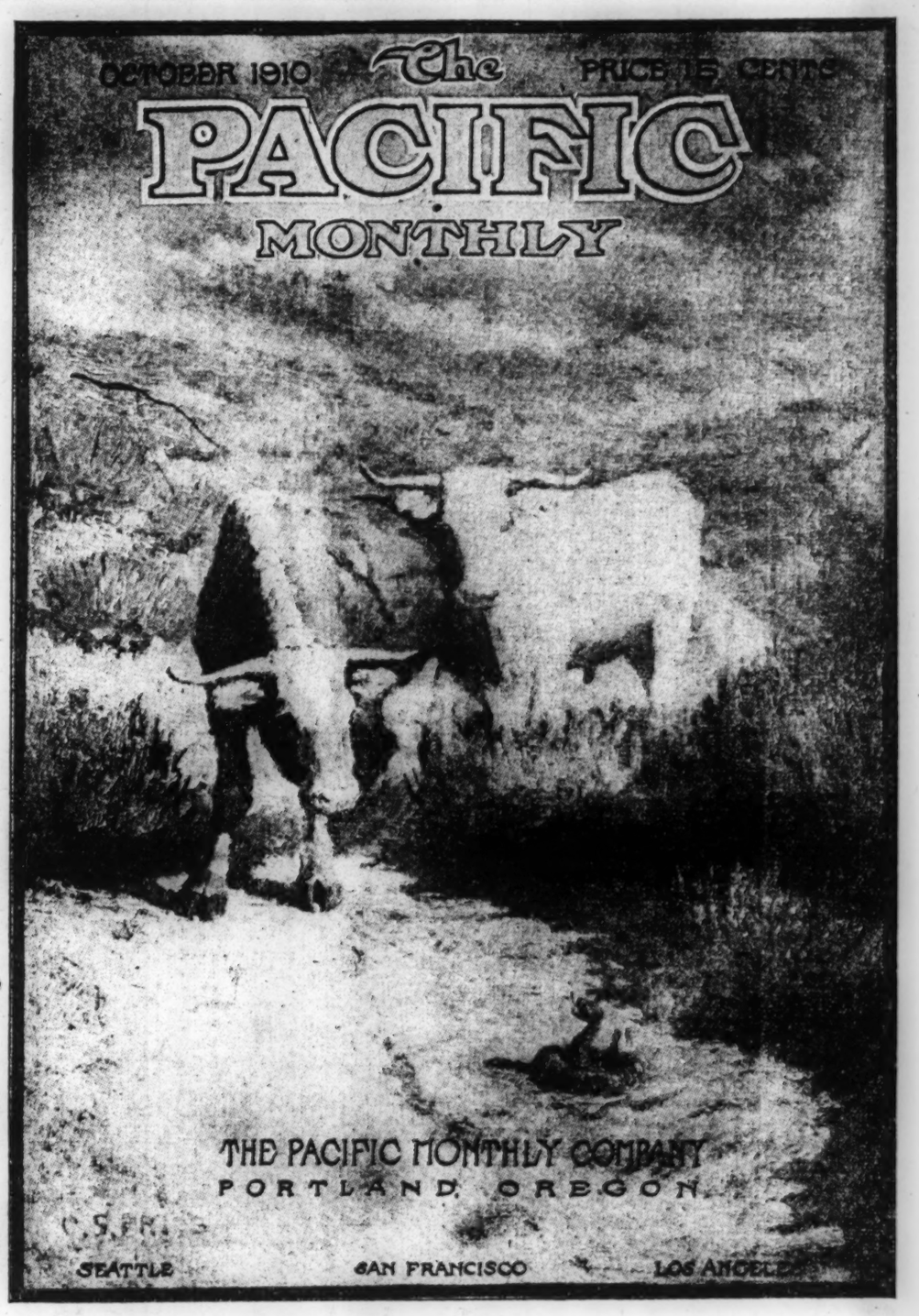
The west wing contains the Assembly chamber, the offices of the department of state and of the state treasurer. The Assembly chamber is made handsome by great pillars fashioned from Italian marble of most beautiful colorings. A mural painting in the Assembly room represents the past, present and future of Wisconsin. A female figure symbolizing Wisconsin is seated on a rock. Opposite her is another figure, "Today," pointing through the woods toward the state capitol, which is seen in the distance. On one side is the figure of an Indian shading his eyes from the light of advancing events. His time has passed.

The Assembly parlor is finished in Circassian walnut with Sienna marble mantels at either end of the room. The south wing when finished is to contain the Senate chambers. The north wing will contain the offices of state superintendent of schools and offices of railroad and tax commissioners. The minor offices of the state are scattered among the various wings of the building.

Beauty and massiveness were not the only consideration of the architect. Every detail of comfort and convenience has received attention. The eight large elevators which will carry passengers to the different floors are supplemented by private elevators to the supreme court room. A public reading room is provided, also drinking fountains and cafes.

TASMANIA APPLE INDUSTRY GROWS

Evaporating low-grade apples for export has lately had a good start in the apple-producing districts of Tasmania, and promises much increase. During the last year on account of the establishment of several good apple-evaporating plants, utilizing up-to-date American machinery, about $500,000 was saved to apple growers on apples which would otherwise have nearly all been thrown away as unsalable waste.



The above is a reproduction of the cover of The Pacific Monthly of Portland, Oregon, for October. The Pacific Monthly is published in the West where big men are doing big things. It tells all about the wonderful resources and opportunities to be found in Oregon, Washington, Idaho and California. It publishes each month beautiful pictures of Western scenes and descriptive articles of what is being done in the West. It tells all about government reclamation, the Carey Act projects, about the districts best adapted to fruit growing, dairying, poultry raising and other money making Western industries.

The West just now is the land of promise and progress, of plenty and prosperity. There is room for thousands of wide awake, industrious Easterners to get a foothold here and to make good. Thousands of acres of undeveloped land simply need men's co-operation to make them fertile and productive. Why don't you learn more about the land on the other side of the Rockies?

The Pacific Monthly each month publishes articles by such authors as Jack London, Stewart Edward White, Wm. Winter, dean of dramatic critics, George Sterling, the Western poet, and many other noted authors.

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Nova Scotia a Leader in Free Technical Education

Since establishing system in 1906 Canadian province has made big advance.

HALIFAX, Nova Scotia—Industry has laid its heavy hand upon education. The main advances of education on this continent today are in an industrial direction. It is interesting to note that among the leaders in the new movement known as industrial or technical education is the little province of Nova Scotia in Canada.

It was in the spring of 1906 that the provincial Legislative Assembly passed the act that laid the foundation for this new departure. In 1905, there came a readjustment of the grants to the provinces from the Dominion. Nova Scotia received a much larger annual sum of money from Canada. The Hon. G. H. Murray, premier of Nova Scotia, one of Canada's leading statesmen, said at once: "Now I can give my people a system of technical education and I will found it on such broad lines that it may expand and still be adapted to the needs of the future industrial workers." Thus the "Act Relating to Technical Education" was passed with great enthusiasm and confidence early in 1906.

There was to be established, under the act, a technical college and local technical schools. The evening coal mining and engineering schools were transferred to the new department of technical education and were continued. The college and technical schools were to be under the control of the director of technical education.



NOVA SCOTIA TECHNICAL COLLEGE AT HALIFAX.
The provincial government has already erected buildings costing $250,000.

The first step was to appoint F. H. Sexton to the office of director. Mr. Sexton was born in New Hampshire, brought up in Billerica, Mass., and was a graduate in mining engineering of the Massachusetts Institute of Technology. He was then in charge of the course in mining engineering at Halhousie College, in Halifax.

The next step was the reorganization of the coal mining schools. The colliery counties were divided for this purpose into districts and a special teacher appointed whose whole time was devoted to teaching the science and practise of coal mining in this district. At the same time that the evening mining schools were being reorganized, local technical schools were established in the principal manufacturing centers. These schools were all evening schools.

The local technical schools, as they are called in the industrial centers, are supported by both the government and locality. The government pays one half of the actual cost of instruction and furnishes the scientific apparatus, drafting tables, etc. The locality pays the other half for instruction and furnishes the rooms, heat, light and attendance.

All the courses offered are not given in each locality but they are varied in each, according to the dominant industries of the locality.

At the same time that secondary technical education was being provided there had to be planned and built the crowning piece of the whole system—the technical college. There was a bit of wisdom displayed here in eliminating competition from the new work. There had been five different colleges operating within the province. One was carrying full courses in civil and mining engineering and granting a degree, while some of the others gave the first half of a four-year course and by their affiliation agreements sent their students for the last two years to McGill University, Montreal. They all agreed, however, to adopt a uniform course, covering the first half of a four-year engineering course, and then to send the students to the technical college for their last two years of professional work in civil, mining, electrical or mechanical engineering. The technical college agreed to refrain from conducting classes in the subjects of the first two years, the one college agreed to drop the final two-year course in civil and mining engineering, and the heads of the different colleges agreed to favor the provincial institution as far as possible.



FREDERIC H. SEXTON.
Principal of Nova Scotia Technical College and director of technical education.

A surprising harmony of action was secured among the rival colleges with great ease. The government did not duplicate any educational plant in existence, and the colleges were relieved of the costly equipment and staff for the professional engineering training. This coalition of forces is a tribute to the educational genius of the people. The government has built a splendid group of buildings and equipped them with laboratories, etc., at a cost up to date of about $250,000. The full courses have been offered a year and nine men were graduated last June.

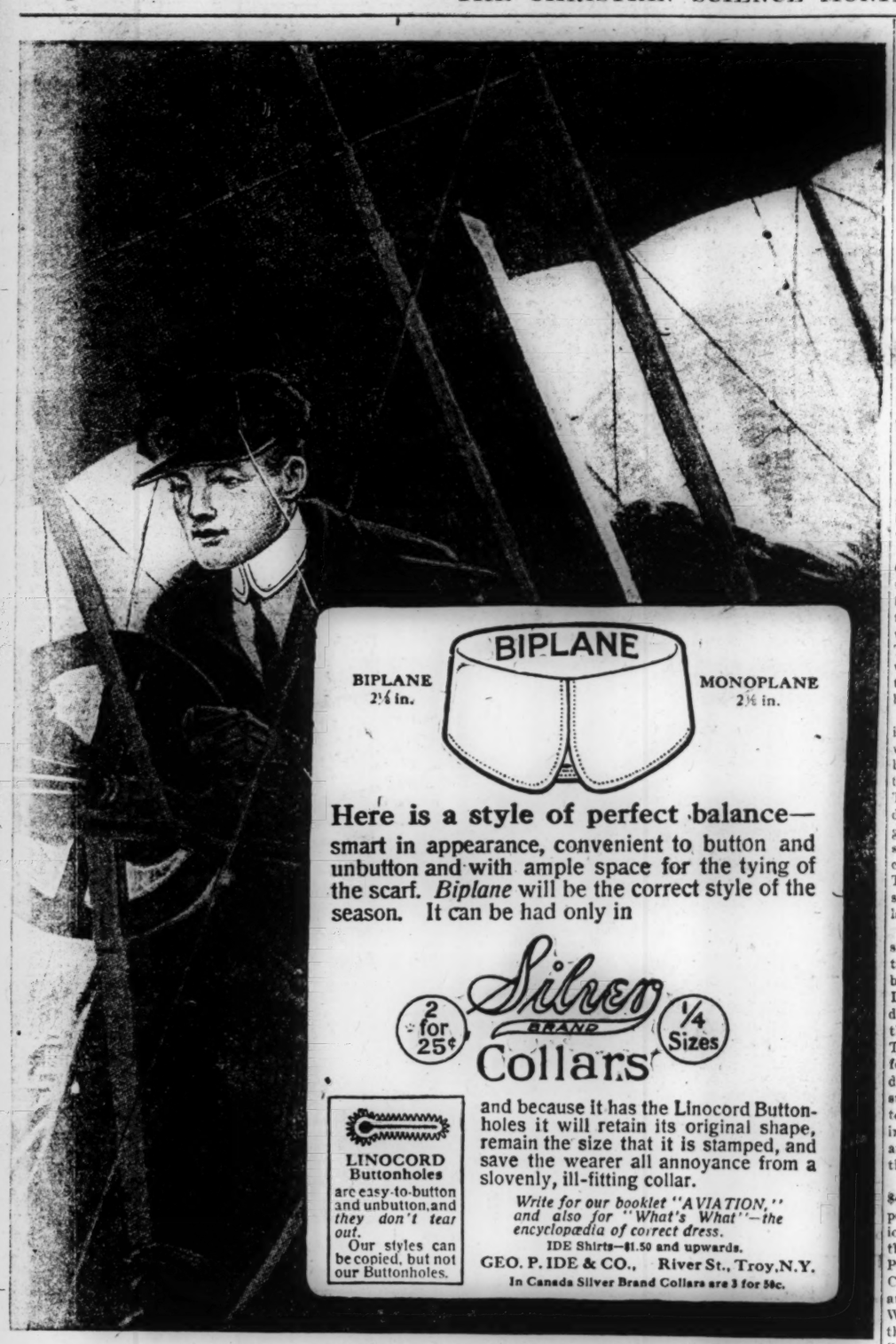
The college is now offering short courses in land surveying and in highway construction for rural road inspectors and superintendents. It is also preparing to offer a series of correspondence courses for the people it cannot reach in any other way.

There is still another duty that the new department of technical education is trying to perform toward the common schools and this is the vitalization of the courses of the higher grades in industrial districts. It is commonly known that boys drop out of school at about the age of 14 in grades seven and eight. is also well known that boys have strong distaste for most forms of teac ing at this period and want to go go work. It is a common criticism of pa ents and employers that the teachi in the common schools is impractical a does not fit boys for real life.

The fundamental courses such as arit metic, grammar, history, are untouch in scope and content by the new pla A mining arithmetic is in the cour of preparation where all of the illustr tive problems are being drawn from t actual life of the coal mining indust in Nova Scotia. The courses of natu study and drawing were, howev thoroughly revised. For the freeha drawing, which was on the whole differently taught, a thorough course mechanical drawing was substitute Geometrical drawing is reduced to minimum and the necessary geometry taught, by the drawing of actual objec that are common in and about a collier For nature a study in mining scienc is substituted. This course includ elementary mineralogy, elementary ge logy and physics and chemistry as th apply especially to the coal mini industry.

COOPERATION IN SCOTLAND.

In Dunfermline, Scotland, the Coope ative society does a yearly cash bus ness of $1,500,000 and its membersh numbers 7650.



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St. John, "Winter Port of Canada," Rapidly Developing Harbor

Biggest project under way is the dredging of Courtney bay and the construction there of terminals for the Grand Trunk Pacific railway, also a mammoth dry dock and a shipbuilding plant.

ST. JOHN, N. B.—Probably never before in its history has St. John sheltered as many visitors as during the summer and fall months of the present year. The improved steamship service between this city and Boston increased the number of tourists, while the Dominion exhibition, which was this year held in St. John, was, with its cheap excursion rates, the lodestone that drew thousands during the months of September and October.

To a great many who have been under the impression that western Canada is the only portion of the Dominion that is being developed, the visit to this port was a revelation.

St. John's title as the "winter port of Canada" is no longer disputed. Each season sees its import and export traffic greatly increased and work is continually going on in the harbor to provide additional facilities for the business. This winter several new steamship lines will open terminals here and the indications are that the accommodations will be taxed to their utmost.

What will be one of the greatest steps in the harbor development of St. John will be the dredging of the eastern harbor, or Courtney bay, and the building there of immense terminals for the Grand Trunk Pacific railway, and a mammoth dry dock and shipbuilding plant. The government is pledged to do the necessary dredging, which it is estimated will cost about $3,000,000, and the Grand Trunk Pacific, the new transcontinental system, has purchased over 70 acres of land there.

A survey and borings recently made show that a suitable site can be secured there for a dry dock and plans have been completed at Ottawa by the Dominion Dry Dock Company for a dock, 1000 feet long, 100 feet wide at the bottom and 135 feet at the top. The entrances will have a width of 100 feet and at high water there will be a depth of 36 feet. The capacity will be such as to accommodate ships of 80,000 tons, which is larger than any yet built, including the giant greyhounds Olympic and Titanic, and the new dreadnought, the Lion.

The cost of the dock is estimated at $4,000,000 and a subsidy of 3½ per cent per year will be asked from the Dominion government, under the conditions of the act passed at the last session of Parliament. The Dominion Dry Dock Company has Canadian incorporation, and connected with it are Harland & Wolff, the great English shipbuilders, the Canadian Pacific railway, the White Star-Dominion line, the Allan line, Sir Robert Perks and other interests. The same concern has under consideration the erection of a shipbuilding plant, but upon this no subsidy can be claimed from the federal government. Harland & Wolff intend to bid on the construction of ships for the Canadian navy, and if successful will most likely construct them at St. John.

In addition to these big projects there are prospects for a $2,000,000 sugar refinery on a site at the mouth of the harbor, recently granted to the Atlantic Sugar Refining Company, by the federal and civic authorities. The agreement calls for the filing of plans for the plant before Dec. 14.

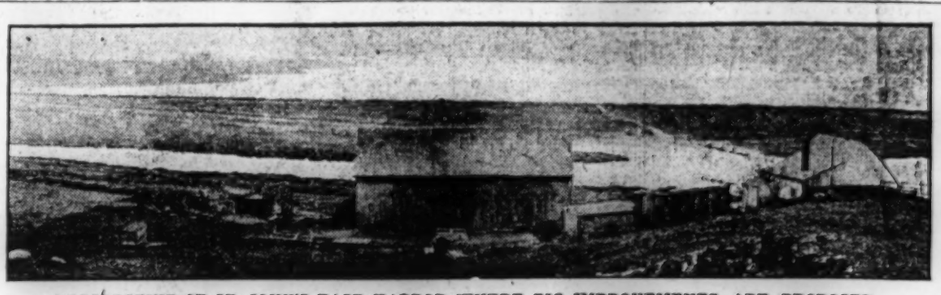
The provincial government is having a survey made of the St. John river with a view of guaranteeing the bonds for a railway to be constructed through that fertile region and terminating in this city. This would give a great impetus to agriculture in New Brunswick, and it is thought probable that such a line would be utilized by the McKenzie & Mann interests in seeking an entry to St. John for their Canadian Northern railway system, which is rapidly assuming shape as a transcontinental road.

Until within the last few years the expense of building wharves and warehouses to take care of this business has been borne by the city and over $1,000,000 was invested in constructing facilities before the Dominion government, recognizing the national character of the work, agreed to assist. Within the last five years Parliament has also voted almost $1,000,000 for work in the harbor.

Three large dipper dredges have been almost constantly at work this year preparing for the construction of a series of new wharves, and the government dredge W. S. Fielding (named after the Canadian finance minister), a huge machine of the endless-chain-of-bucket type, is now engaged in deepening and widening the channel into the harbor so that the largest vessels afloat will be able to arrive and depart at all times of tide. The importance of this work is indicated by the fact that the tide has a rise and fall of about 25 feet, twice daily.

That ocean trade here is growing by leaps and bounds is indicated from the figures taken from the manifests of steamer cargoes as entered at the customs house. In the winter season of 1897-98 the exports through the port of St. John to Great Britain, the continent and South Africa, were $4,848,768, whereas in the season of 1909-10 they amounted to $24,290,284, or nearly six times as great. It is interesting to note also that the port of St. John led all Canada in the increase in export business for the fiscal year ended March 31, 1910. The increase over the previous year was $4,320,002.

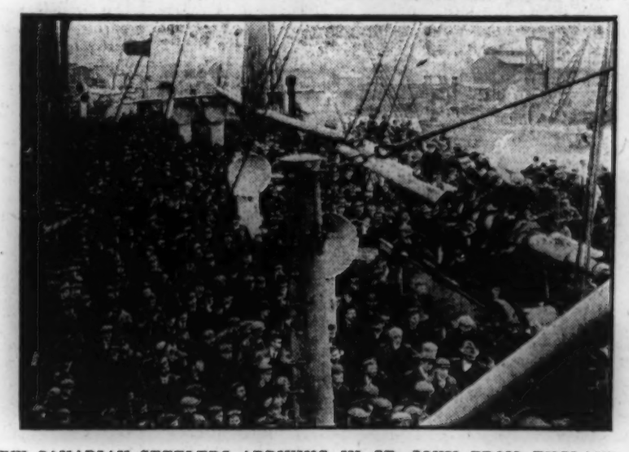
St. John has steamship connection during the winter season with the following ports: Liverpool, London, Manchester, Bristol, Glasgow, Dublin and Belfast in Great Britain; Havre, France; Antwerp, Holland; Cape Town, Port Elizabeth and Durban, South Africa; Havana, Cuba, the West India islands, Boston, Halifax, Digby, etc. In a number of cases there is an all-the-year-round service. This winter the new service inaugurated by the Canadian Pacific railway between Canada and Australia and New Zealand will make St. John its terminus.



PERSPECTIVE OF ST. JOHN'S EAST HARBOR WHERE BIG IMPROVEMENTS ARE PROPOSED.
All the immediate foreground and around the shore to the left has been purchased by the Grand Trunk Pacific for terminal facilities. A dry dock and a ship building plant are to be located on a peninsula showing in upper left-hand corner.

RUSSIA BIG COTTON USER.

ST. PETERSBURG—Russia ranks third among European countries in the number of cotton spindles. More than 8,000,000 are now being operated.



NEW CANADIAN SETTLERS ARRIVING IN ST. JOHN FROM ENGLAND.

AUTOS SUPPLANT TRAINS IN AFRICA

There is a town in South Africa, according to African Engineering, where trains have ceased to run, owing to the progress of the automobile. Not only this, but the station there has been converted into a garage for the housing of the victorious machines. The ticket office, waiting rooms, and other offices are now used as workshops and storerooms.

STATES PROTECT FORESTS.

WASHINGTON—Twenty-one states have laws for preserving the forests, and also maintain forest preserves. One of the preserves of New York state contains 1,500,000 acres, and Pennsylvania has one of 700,000. The national parks in Wyoming, Montana, California, Washington and Oregon have a total acreage of 3,654,000.

HISTORY OF FIRST HOUSE IN DENVER

DENVER—The first house in Denver was built by W. H. H. Larimer and his father, General Larimer, in November, 1858. The cabin was near what is now the corner of Fifteenth and Larimer streets. W. H. H. Larimer hauled the timbers for the cabin with an ox team that had carried his father and himself across the plains.

The cabin was torn down in 1861. Horace Greeley, on his first visit to Denver, stopped at the cabin.

YEAR COMPUTED IN ALL THE ERAS

The Indianapolis News, in answer to a question, has computel that the year 1910 of the Christian era corresponds to the year 7418 of the Byzantine (eastern) era; to 5670 of the Jewish era, the Jewish year 5671 beginning at sunset Oct. 3; to 2663 since the foundation of Rome; to 2570 of the Japanese era; to 1328 of the Mohammedan era.

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From the very beginning of Western settlement and industrial and commercial empire building, St. Joseph has had a prominent part in that great work. As step by step the development beyond the Missouri progressed, St. Joseph, first a frontier trading post, then became an overland outfitting station; and, in turn, the first Missouri River railroad terminal, the first wholesale center—and finally the Central Western Market Place. In these progressive steps St. Joseph has kept abreast of the growth of population and a steadily enlarging commerce, to the Westward, and stood ever ready to meet all demands upon her resources from the newer communities.

With its extensive wholesale interests, representing every line of merchandise—and supplemented by local manufacture on a large scale, the wholesale merchandise market of St. Joseph is second to no other west of the Mississippi River, and with its completely established and strong primary markets for all products of the soil, this city has become a reciprocal trade center of commanding importance in the Central Western, Mountain and Pacific States. Patronage of this market is unconfined throughout that vast territory, and is recognized and respected both by its patrons and competitors as an element of notable strength in the advancement and prosperity of this great domain.

St. Joseph's wholesale houses and factory plants mount up in numbers by scores and her markets for live stock, poultry, grain, flour, fruits, vegetables, dairy products and hides and wool, stand superior. To meet the enlarging demand upon the market, added facilities are being provided in all directions.

While the citizens of this progressive Market Center are going ahead with a will in preparation of facilities to fully meet the future requirements of their trade territory, there are excellent opportunities for others to enter the field. That the attractiveness of this field of commerce is understood at large and appreciated, is evidenced in the number of new industrial and mercantile concerns being established.

Not only is St. Joseph linked to the West by ties of trade, confidence and friendship, forged in the earlier and pioneer days, but there are other equally as strong and more determining reasons for the enviable position of her markets before the Western people. Geographically, St. Joseph is ideally located for the prompt and economical interchange of commodities with these Western States, and aided and supported therein by the most satisfactory transportation service enjoyed by any distributing center in the country. Its financial resources are large and readily available, and not least, the fixed costs on the transaction of its voluminous business have by care and by the pursuit of conservative methods, been maintained at the lowest level.

Judging the future by the past and present, it is entirely reasonable to predict for St. Joseph and her markets steady development and a full measure of success.

The Primary Election in California

By Judge John D. Works.

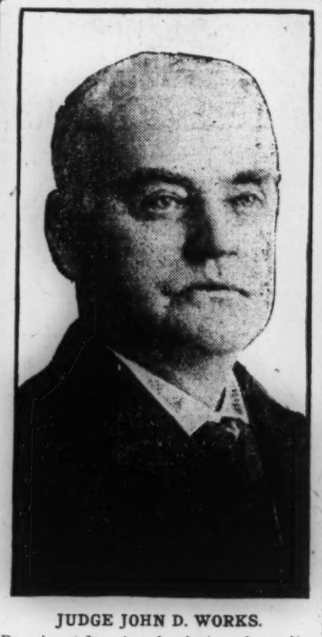
LOS ANGELES, Cal.—The late direct primary election in California and its results are worthy of careful study and consideration. It presented several interesting and important phases, including the practical efficiency of a law for the nomination of candidates for office by direct vote of the people; the ability of the people to use and apply it intelligently; its effect upon the machine and political bosses as controlling influences in politics; and the temper of the people in respect of the interference of corporations in the politics of the state.

The primary election law was forced from an unwilling, machine-controlled Legislature, by the insistent and overwhelming demand of the people that it did not dare to ignore or resist. It made the law just as cumbersome, inefficient and expensive as it could, hoping that the people would repudiate it upon trial. In this the lawmakers were greatly disappointed. The people accepted the law, bad as it was, gave it a trial, and are fully satisfied with the results. They have, through its means, nominated a Legislature and Governor that will correct, simplify and make efficient the law that experience has vindicated.

The campaign was a peculiar one. The Republican party was split in twain. The progressive or insurgent wing of the party under the name of the Lincoln-Roosevelt Republican League, went into the fight with the avowed purpose of liberating the party from the influence of the Southern Pacific Railroad Company and its political bureau. In addition to this it espoused the cause of the insurgents in Congress on national questions and in general what are termed the Roosevelt policies. Hiram W. Johnson, a lawyer of fine ability, a forceful speaker, fearless and intrepid in defense of the principles of the league and in denunciation of the evils of corporation and boss rule, was chosen by the league as its candidate for Governor. There were four other candidates for the same office. Mr. Johnson made his fight on one simple issue stated by him thus:

"Shall the people take back to themselves their government, or shall it remain the asset and the chattel of the Southern Pacific Railroad Company?"

While making known, without evasion, his views on the important national issues, and declaring his adherence to the political views of Theodore Roosevelt and the insurgents in Congress, he maintained that there was no use in talking about any constructive reforms until this one paramount issue was rightly settled and the influence of the railroad company and its hired bosses eliminated from our politics. He covered almost the entire state by automobile, making hundreds of speeches, in which he hammered away, without ceasing, on this one demand of freedom and independence for his party. The people rallied to this battlecry of freedom in the most remarkable way. Crowds of people, eager to listen to his crusade, as he called it, met him everywhere and responded with enthusiasm to his call. It was a veritable uprising of the people, a political revolution that astounded and overwhelmed the political machine that had controlled and dominated the party and the state government for 20 years or more.



JUDGE JOHN D. WORKS.
Prominent Los Angeles jurist who writes of the political awakening in California.

Johnson was nominated by something like 46,000 votes more than his strongest competitor, and by almost as many votes as all of his opponents combined; most of the candidates of the league for state offices were successful; two insurgent candidates for Congress were nominated as against standpatters who had served for several terms and were candidates for reelection; the league Republicans will control the Legislature, in both houses, and the vote of the state was in favor of the league candidate for United States senator. The law authorizing an advisory vote of the people for United States senator is one of the worst features of the primary law. It does not authorize a state-wide vote, but provides that a member of the Legislature may vote either for the candidate for senator who carries his legislative district, or the candidate who carries a majority of all the districts in the state. Therefore the fact that a candidate carries the whole state is of no consequence, under this law, as affecting his right to support in the Legislature. Doubtless the machine forces foresaw that under such a law all that would be necessary to defeat the whole purpose of the election, and the will of the people, would be to get enough candidates in the field to prevent any one of them from carrying a majority of all of the districts, as, in that case, no one of them could claim the moral right of an election by the Legislature, nor would he have carried enough districts to elect him if all the representatives from the districts carried by him should vote for him. This was supposing, of course, that the Legislature should be controlled by the "regulars."

This very course was pursued in the present instance and with success up to a certain point. The league had its candidate. Another capable and worthy gentleman entered the race. This might enable one or the other of them to carry a majority of the districts. This would not do. Hence the machine forces brought out a third candidate for the purpose of defeating all three of them. The machine did not want any one of the three to be elected United States senator. The Southern Pacific company wanted to be in a position to say when the Legislature meets: No candidate has carried enough districts to entitle him to an election. Therefore the people cannot complain if we elect the man of our own choice, who was not voted for at the primaries at all. To accomplish this result, the Southern Pacific company with its powerful machine, having workers in every precinct in the state, threw its forces to the weaker man they had chosen for the purpose. The result was peculiar, and complicates the situation in a way that must be gratifying to the opponents of the primary election law. The league candidate carried the state, and the Legislature will be controlled by members elected by the league. The Southern Pacific candidate carried a larger number of legislative districts than the other candidates; but some of these will be represented in the Legislature by Democrats, not bound to either of the Republican candidates.

In any event neither of the candidates will have enough votes to elect him. The Legislature being insurgent and having been elected upon the declared issue of eliminating the Southern Pacific company and its corrupting influences from the politics of the state is not likely to elect a man to the United States Senate who was nominated by that company by its usual methods unless forced to do so by the terms of the primary election law. It is expected that the methods resorted to by the political bosses of the company in securing votes will be carefully investigated if that becomes necessary, particularly in view of the limitation placed by law upon the amount a candidate or his friends are allowed to expend in securing his nomination. It is an interesting situation. The outcome of the complications presented will be looked to with great interest, especially by those who believe in clean politics and honest elections.

The league made one serious mistake in conducting the campaign that cost some of its candidates their nominations and may lose it the United States senator. The whole force of the organized fight of the league was for one candidate, Mr. Johnson for Governor, leaving the other candidates and offices, including that of United States senator, practically without the help of the organization except in the most general way. This was done advisedly and with the belief that it was the best policy, politically. The mistake was apparent in the votes cast and the result. The candidate for Governor was nominated by a plurality of over 46,000. Some of the other candidates for state officers were defeated and the others, including the candidate for United States senator, were given very small pluralities, except where there was no contest, and many thousand more votes were cast for the office of Governor than for any other office. There can be no reasonable doubt that if a united contest had been made for the whole ticket the league would have nominated its whole state ticket with perhaps one or two exceptions and made certain the election of its candidate for United States senator.

There are other consequences of the primary election most important and gratifying to the people and equally disastrous to the machine. Under the old order of things the Southern Pacific company and its political bureau had complete control of the machinery of the party, including county committees and the state central committee. The new primary law provides that at the election for the nomination of candidates for office, delegates to a county convention shall be elected and at such county convention delegates to the state convention shall be chosen and the state convention shall adopt the platform of the party and elect delegates to the next national convention for the nomination of a candidate for President of the United States. The league elected delegates sufficient to control most of the county conventions and also the state convention. So the platform of the Republican party in this state is progressive and progressives have been selected as delegates to the national convention.

Thus has that party in this state been liberated completely from corporate and boss rule and domination for the present, at least. What was, when the campaign commenced, the Lincoln-Roosevelt Republican League, is now the Republican party, controlling all its machinery, entitled to control and dictate its policies and direct its course and responsible to the people for its conduct.

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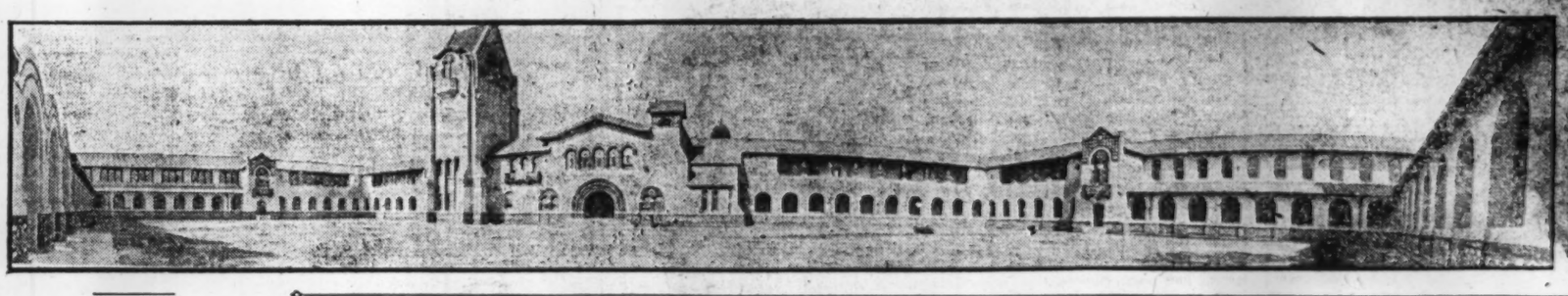
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Life and Business Are What We Make Them

San Jose Proud of Artistic New State Normal School

The view below gives an excellent idea of the building from the inner quadrangle. It is built of reinforced concrete in gray pebble dash finish.



SAN JOSE, Cal.—This city, more than any other section of the state perhaps, feels pride this fall in the new state normal school building, recently completed here at a cost of $325,000.

The building is very beautiful indeed, being planned after the most modern ideas of architecture. The style is the art nouveau and embraces examples of the Gothic, Moorish, Italian renaissance and Spanish schools. It is built of reinforced concrete in gray pebble dash finish with trimmings of rough-sawn pine stained brown and much decoration in the form of brick mosaic work. The roof is covered with Spanish tiles, the dull red lending a pleasing color contrast.

The structure occupies a much larger area of ground than did the building destroyed by the earthquake and is ideally located, Normal square being a beautiful park containing many fine old trees and velvety lawns. The interior of the quadrangle which measures 161x312 feet will also be beautified by lawns and flower beds and will be much used as an amphitheater for giving al fresco fetes and entertainments.

The plans were prepared by the state department of engineering and the contractors were the F. O. Engstrenn Company of Los Angeles and the Rincon-Ehrhart Construction Company of San Francisco.

The school under the management of its president, Dr. Morris E. Dailey and his corps of 35 instructors, ranks foremost among the educational training institutions of the country. The greater number of the teachers have had the advantage of European travel and study and last summer a large part of the faculty board went abroad in a body for three months of sight-seeing. It would be difficult to find another board of instructors of this size governed by so marked a spirit of unity and good-comradeship.

Re-birth of the State of Nevada

Railroad rate decision and tax adjustment hailed as dawn of new era.

RENO, Nev.—All true Nevadans are enthusiastically rejoicing this year over the re-birth of their state, due to the fearless efforts of the state railroad commission in presenting the case of the state of Nevada vs. the Southern Pacific Railroad Company for an equitable adjustment of freight rates. The interstate commerce commission has ordered a readjustment of freight tariffs that will result in a tremendous reduction of freight charges, and enable commercial and business interests in this state to enter upon an era of great prosperity. The new schedules go into effect Dec. 1.

And as if to lend an added zest to the rejoicing, the courageous efforts of the Governor of Nevada have resulted in the railroads being compelled to pay their fair proportion of the taxes levied for public purposes.

Then as a crown to its reclamation efforts, the United States government is fast completing the Truckee-Carson irrigation project. It is located in western Nevada where the waters of the Truckee and Carson rivers are being brought together and stored in a great reservoir to furnish upward of 250,000 acres of land with an unfailing water supply. Much of this is government land subject to entry. A portion of it is railroad land, which is sold by the railroad to persons desiring to settle under this irrigation system.

But irrigation is not a new thing in Nevada. It began over 50 years ago when the world-famous rush to the gold mines of California induced thousands to cross wide untamed plains and deserts, drawn by the lure of gold. Always where possible the overland trails followed the natural watercourses of the state. There trading posts were established, and the waters were diverted to the seeming worthless lands. Soon vegetables, hay and grain sprang up as if by magic out of the desert, selling for such fabulous prices that it caused many to pause in their wild rush for gold, and contentedly give themselves up to farming and ranching in Nevada. In the counties of Elko, Humboldt, Washoe and Churchill, the irrigation enterprises—farming and ranching—are both extensive and highly profitable. Artesian wells are sunk in Lincoln and Clark counties, and they successfully irrigate considerable areas of rich arable lands upon which grow a wide range of fruits.

The crops grown on these lands in Nevada are large and profitable. All the eastern varieties of grapes, strawberries, blackberries, raspberries and currants are successfully and profitably cultivated. On some of this silt land from 40 to 60 bushels of wheat per acre is annually harvested. Wheat, barley, oats, rye and onions all yield easily and greatly. Potatoes do exceptionally well. Alfalfa yields from five to seven tons per acre.

Markets are at the turn of the road, for nearly all of the products of the state are sold to supply the mining camps and the rapidly growing towns scattered over the vast mineral area of the state.



DAM OF TRUCKEE-CARSON IRRIGATION PROJECT.
Waters of the Truckee and Carson rivers are being brought together in a great reservoir.

The richness of the mining industry in Nevada has been proved by the great Comstock lode, from which upwards of $800,000,000 has already been taken, and from which today there is yet a large production. The Consolidated is now developing great treasure. In fact, over the entire area of the state properties of untold riches are now being developed and operated.

The educational facilities of the state are among the best. In the school of mines one of the finest opportunities in the world is offered to obtain an education which can be utilized in this state for immediate research and profit.

The turn of the tide has come to Nevada. The new era is founded upon agriculture, coupled with extensive mining interests that have been in the process of development since the bonanza days. The wonderful mining developments unite in point of time with the cultivation of great arable tracts, and every branch of industry and achievement is feeling the pulse of new life. Soon large areas of wild land will be converted into orchards of fine fruits and into farms for the cultivation of potatoes, cereals, alfalfa and the raising of live stock, and will be the homes of thousands of prosperous and enterprising citizens. Already such great ranches as that of A. H. Heppner of Reno are being divided into ideal small homesteads.

With a climate famous for its sunshine, with rivers at hand capable of furnishing unlimited power, a soil rich in phosphates, mountains seamed with veins of ore, valleys whose richness arrests the attention of even the most casual observer—here is room for a vast population.

SAN FRANCISCAN SEES BIG FUTURE FOR CALIFORNIA

SAN FRANCISCO—"This is the greatest country in the world for the man of small means," said H. C. Tuchsen of Baldwin & Howell of this city recently. "Few people realize the comparative extent of California and its probable future. When you consider that if California was upon the Atlantic coast, it would extend from Massachusetts to Georgia, or if placed inland, would cover Pennsylvania, the two Virginias, both North and South Carolina, Delaware and Georgia, extending from New York harbor almost to Lake Erie and from Savannah almost to Mississippi, you can hardly believe the facts. Within this eastern territory it is estimated there is a population of 17,560,000, while California with vastly greater natural resources per square mile has a population of only a trifle over 2,000,000."

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Big Irrigation Work in Montana

Sun river project of government most extensive.

THE state of Montana has a large volume of water that is available for irrigation purposes and that ultimately will be made to cover many millions of acres in addition to the acreage that is now under process of irrigation.

Under the auspices of the federal reclamation service, the government has actually watered an aggregate of 57,000 acres, and has projects under course of construction that when completed will irrigate 648,000 acres.

The largest of these projects is that which will water 300,000 acres lying between Sun river and Teton river, 60 miles west from Great Falls. The average elevation of the area to be irrigated is but 3700 feet above sea level, with a warm and pleasant summer climate and the winter season is broken and tempered with the chinook winds.

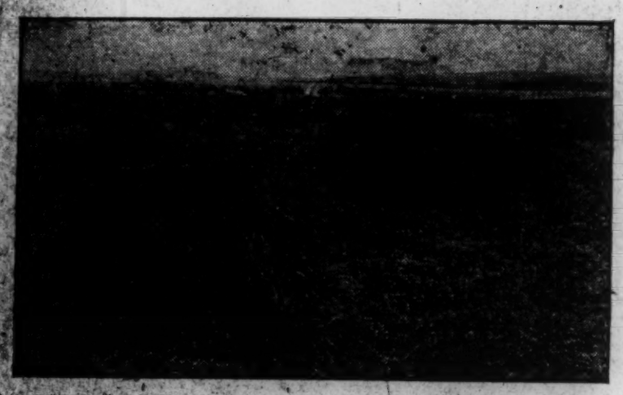
The water supply for the irrigation of this great tract of agricultural land will be secured from the Sun river. To conserve the freshet waters, the government will construct an earth and rock dam 213 feet in height and 762 feet in length, that will create a reservoir of 291,000 acre feet, receiving its supply from a drainage basin of 11,040 square miles, over which the annual average precipitation is more than 30 inches. The average altitude of this basin is 6000 feet. The average runoff of the basin is 700,000 acre feet. About 12 miles east and down the river from this dam another rock and earth structure will be made at the mouth of the Sun river canyon, 72 feet in height and 1,200 feet in length, and 15 miles east of this dam, on Willow creek, an earth dam is being constructed that when completed will be 110 feet in height and 1045 feet in length. Besides these dams for the conservation of the water, there will be approximately 25 miles of main canals and 13,114 feet of tunnels to convey the water through the mountains and foothills to the first and most westerly lands to be irrigated, and about 100 miles additional, of main canals, will be required to convey the waters through the areas to be irrigated. The average cost per acre, of taking the water to the lands to be watered will be well inside of $30 for the acreage actually irrigated. Similar undeveloped lands, in the same section of the state, under corporation ditches, are selling at $50 per acre. The first unit of this project, comprising 16,000 acres, has been completed and is practically all settled. Approximately half of the lands of the entire project have been located.

The St. Marys project, lying in the northern part of the tate, contemplates the irrigation of 100,000 acres. This area has an average elevation of 3500 feet and an average precipitation of 15 inches. The source of water supply is St. Marys river. The waters of a mountain catchment of 452 miles, with an average altitude of 6000 feet and an average precipitation of over 60 inches, will be conserved in the two St. Marys lakes by the construction of a dam at the lower end of the lower lake, the reservoir having a storage capacity of 218,000 acre feet, and the drainage basin will have a runoff of 750,000 acre feet. The water will be conducted by canal down the river for several miles and then diverted east through an 1170-foot tunnel.

The Milk river project, lying east of the St. Marys project, contemplates the watering of 248,000 acres of the Milk river valley, the water supply to be secured from the Milk river, with the assistance of several reservoirs and water catchments with a storage capacity of 627,430 acre feet and an average runoff of 350,000 acre feet. The first unit of this project has been completed and waters 12,000 acres.

The Huntley project, in the southern part of the state, comprising 28,921 acres, has been completed, the cost of irrigation having been $30 per acre and the annual cost of maintenance 60 cents per acre. In addition to these, the state has a number of projects under way, the reclamation being made under the Carey land act.





HOMESTEAD ON MONTANA IRRIGATED LAND AND A HAYING SCENE. Upper view shows home of a settler on the Sun river development; below is a hay field near new town of Simms, Mont.

NOTABLE CHANGES IN SCHOOL TEACHING IN THE PAST 50 YEARS

Young school teachers today cannot realize the change that has taken place in the methods of common school teaching during 50 years, writes the Rev. Smith Baker, who gives some personal reminiscences in the Chicago Advance. Then there were only two terms a year, one in the summer and one in the winter, each from two to three months in length. None of the schools were graded, but in the same room were pupils from 5 to 21 years of age.

In summer but few boys attended over 15 years old. The winter terms were nearly all taught by men, as it was thought a woman could not govern the large boys.

There were no normal schools and each teacher had to pass an examination before the town school committee, which was generally composed of the clergymen of the town and two others, frequently only farmers, good sensible men, but whose education was much more limited than that of the teachers to be examined. Sometimes these committees made the examination an opportunity to display what little education they had. Mathematics and grammar were the favorite subjects for examination.

At one time a committeeman who had taught once or twice himself, spent the whole three hours in hearing two of us parse from "Young's Nights Thoughts," which was a popular book in the high schools at that time, though neither of us was to use the book in our schools. At another time the whole examination was upon "cube root."

Another special thing in connection with most of the country schools was the "boarding-round," so many days for each scholar. This was done to give a longer term to the school. Some teachers had unpleasant experiences, but we were always favored. The master had the best there was for the table and the best sleeping room, and he became better acquainted with the people and the scholars.

Sometimes the food was very plain and with no great variety. Once in an humble but neat home, on the coast, where we boarded for one week, we had clams with good bread and potatoes 21 times that week. Clam stew, steamed clams, clam pie, baked clams and fried clams. We were glad for a change.

The discipline of the winter schools was a special problem. The big boys were no worse than young men of the same age are now, but the master was given the school with a kind of unwritten law, "Now handle them if you can; if not, they will handle you." Some masters had rough usage. Of course, public sentiment did not sanction the roughness of the boys, but when the young men conquered a master and carried him "out doors," it did not injure their standing in the community very much. There was more pity for the master as a weak man, than condemnation for the boys. When, however, the master conquered the boys then he was a hero. It did not depend altogether upon the physical strength, but upon an indefinable administrative power.

PRUSSIA A BIG EMPLOYER

The coal and iron mines and the salt works owned and operated by Prussia last year gave employment to 89,723 men and turned out over $58,000,000 worth of products

CONSERVATION WORK INTERESTS MISSOURI

(Continued from Page One.)

restore all of this land to the use of the farmer.

One of the greatest conservation projects in Missouri is the Little River drainage district in southeast Missouri, which when completed will redeem over 500,000 acres of swamp and overflow land in the most fertile section of the Mississippi valley.

As late as the 60's and 70's large tracts of this land in southeast Missouri sold for a few cents an acre. More than 80,000 acres, located in Stoddard county was sold in 1868 for $663.95. This land has since been reclaimed and is worth from $60 to $100 an acre at the present time. The Little river drainage district is about 90 miles long and 14 miles wide, and the land is being reclaimed by drainage ditches, flood-ways and levees at an estimated cost of nearly $4,000,000. This land is suitable for corn growing and produces from 50 to 100 bushels per acre. Wheat grows abundantly over the entire portion of the district and in the southern section cotton grows which is said to be of the very highest quality. The yield per acre is above the average produced in the United States. Three and often four crops of alfalfa are harvested each year from this land, the yield averaging over four tons per acre. The entire expenses of surveying, draining and building flood-ways and levees has been raised by the owners of the land by issuing bonds against the land and has cost on an average of $5 to $7 per acre. These bonds were easily sold as they were secured by a lien on the land.

One of the smaller, but up-to-date propositions of conservation is that of the progressive farmers of Chariton county, one of the northern counties of the state. For the purpose of reclaiming overflow land the farmers of Chariton and Macon counties built a new channel and turned the Chariton river 32½ miles. This shows the enterprising characteristics of the Missouri farmer. Over 33,000 acres of flood land has been reclaimed by this enterprise, and fully 12,000 more located back from the river has been improved. Formerly this land was worth $15 an acre, but today it sells for $75 to $100 an acre.



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Richmond has practically the only deep water frontage now available around the San Francisco Bay. The water frontage on the San Francisco side has long since been taken; not a foot of ground adjacent to deep water can be obtained there. On the east side of the bay neither Berkeley, Oakland nor Alameda has deep water at present, while Richmond has thirteen miles of the finest water front in the world. Contra Costa County, of which Richmond is the metropolis, has seventy miles of deep water frontage. The government map and survey show a depth of 40 to 60 feet on the Richmond shore.

Richmond has this advantage over San Francisco as a factory site, that it is on the continental side of the bay and so is more convenient for railway transportation, while it has equal docking and shipping facilities. Richmond also is the nearest shipping point for the great San Joaquin and Sacramento valleys by both rail and water. In a short while the fleets of the world will call at Richmond for the products of these fertile valleys which are the source of California's vast agricultural and mineral wealth.

Richmond is the western terminal of the great Santa Fe system and is also on the main line of the Southern Pacific. The Western Pacific holds valuable franchises on the water front and will extend its line to Richmond before long. San Francisco, the greatest market on the coast, is but 40 minutes distant, and Oakland, Berkeley and Alameda, with a total population of 300,000, adjoin Richmond on the south. The Richmond Belt Railway and the East Shore and Suburban Railway give excellent local service between these points. Cheap power and fuel are other points in favor of locating a factory in Richmond.

When you consider placing a factory on the coast—and you will want one there by the time the Panama Canal is finished—remember that Richmond has practically the only deep water manufacturing sites available on the San Francisco Bay. And remember that this land sells now at prices which encourage the location of factories and large industrial enterprises in Richmond.

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A City of Homes

The History of This Fast Growing Community

On San Francisco Bay

The story of Richmond's growth does not in any way resemble that of a "boom town" in the west. It is a story of the substantial and permanent upbuilding of an industrial city. Ten years ago there were one hundred people in Richmond; today it has an assessed valuation of $8,000,000 and its population is over 10,000.

When the Santa Fe railroad completed its terminal in Richmond in 1901, the town commenced to grow. Today this company alone has a monthly pay roll of $55,000 right in Richmond. The Standard Oil Company's Refinery, the largest plant of its kind west of the Mississippi, was next erected. As this refinery employs over 1000 men and maintains a fleet which carries its products to China, Japan and England, the industry materially advanced Richmond.

When two such large corporations had recognized the value of Richmond's situation, others followed speedily, until today there are many well established factories located here, and a well built, improved and attractive city of homes has grown up about them. Within the past year the Pullman Car Company has selected Richmond as the best location in the west for its car building and repair shops, which were formerly located in Denver. This company is now erecting eight large buildings at a cost of over $1,000,000; 1500 men will be employed and the company's pay roll will be approximately $150,000 a month. The first of these shops, almost completed, will be opened Dec. 1st.

Richmond is the only city on San Francisco Bay which is not a suburb of San Francisco. The people who live in Richmond are employed there and this condition makes it an independent community. There will be a great city on the Richmond shore just as there is on the San Francisco side, for geographical conditions demand it. By the time the Panama Canal is completed in 1915 Richmond will have a population of at least 50,000, for there is a constantly growing interest, east and west, in her great manufacturing and shipping advantages.

Richmond is today the second largest shipping port in California.

Richmond Industrial Commission, Richmond, Calif.

Cooper Adv. Co. S. F. Calif.

PROGRESSIVE KANSAS

BY DAVID D. LEAHY.
Secretary to Governor Stubbs.

ORIGINALLY the "progressive movement" in Kansas was spiritual. It was of urban birth and not a product of the farm as so many suppose. Its relationship to "insurgency" is almost entirely adoptive.

Some seven or eight years ago—when the more desperate struggle of a heavily mortgaged people for existence had ceased—matured and substantial citizens of the larger towns in Kansas began to think of higher things than the problems of business and they assembled in the class rooms of their churches Sabbath afternoons for the study of Scripture. Pretty soon the grocer asked his negligent neighbor the butcher to go to the "men's meeting" with him, and now and then the lawyer put on his tall hat and dropped in with his friend the doctor.

This spiritual movement soon became interdenominational and the opera house was rented. Then the men began discussing another gospel—the gospel of civic righteousness. But the religious atmosphere was maintained in invocations and benedictions. It dawned upon newspaper reporters that there was excellent early "copy" for Monday morning papers in these discussions, and it was not long until they became the talk of the town.

As the city elections approached the men's meetings began to demand candidates of character for public office. They even appealed to the women, who had previously been given the franchise, to come out and vote for their children and their homes. The movement of political thought in this direction caused political leaders to wake up and take notice.

It has been said that these meetings were interdenominational; they were also non-partizan. In them Democrats and Republicans talked alike and they learned to talk alike outside of the meetings. It had been a Republican legend in Kansas that Democrats would vote for a yellow dog if he were on their ticket. This historic error was soon upset when, at the election of 1904, Roosevelt carried Kansas by a plurality of 124,000—or 40,000 more than any other presidential candidate had ever received.

Walter Roscoe Stubbs, the present Governor of Kansas, had come home to Lawrence with more than $1,000,000 in money. He had gone to work on the railroad dump with two mules 26 years before. He said he had enough, or at least as much as an average man ought to have, and intended to give the balance of his life to the moral uplift of humanity. He wrote out a good check for the Y. M. C. A. of his home town, built a mission house in India at his own expense, supplied it with teachers and made it a great success. He got behind the state university and everything else having to do with human uplift.

The men's meetings said he would be a great man to send to the Legislature and they drafted him against his will. He was 46 years of age and had never been in a township caucus or in a country or state convention. He belonged to a Republican family—the wholesome Quaker family of Farmer John Stubbs—and the Republicans nominated and elected him. Although he had lived 34 years within 27 miles of Topeka, he never had been in the State House until he went there to attend the session of the Legislature. And then, for the first time, the rottenness of politics was revealed to him. The party bosses in control had employed 400 political strikers to serve a legislative body of 165 members.

This shocked the business instinct of Stubbs and although he had never made a public speech, he so ably exposed this outrageous extravagance that he electrified the state. The men's meetings everywhere applauded his action and the beginning of the end of "boss rule" in Kansas was at hand. The "machine" which had been running things, snorted and groaned and leaders began to fall like the leaves of the autumn forest. Party lines began to dissolve and the sheep began to separate from the goats. The men's meetings had found a leader who did not drink, smoke, chew, swear, play cards, trim, or lie—a man with a powerful consience, who had but little respect for party traditions and no patience whatever with mere passive honesty in public life.

The man who was then Governor of Kansas was controlled by the "machine" and all his power was thrown against the new force. Stubbs met this power in an unique way. He sat down by a long distance telephone for three days and nights talking with the people of Kansas and at the end of that time he had a "grass roots" rebellion started in the Republican party that forced the Governor, who was a candidate for renomination, to withdraw from the race. The progressives now went into the saddle and took complete control of the bridle, the whip and spurs of the party.

Since then Progress has been written in every statute. We now have statewide primary elections and the people choose their United States senators by direct selection. Government by commission has been given to cities with power of recalling unfaithful public servants. The railroads have been forced to carry passengers in the state at 2 cents a mile. The Standard Oil Company had to quit discriminating between points in the state and the railroads had to make reasonable freight rates. A stringent law was passed regulating lobbyists before the Legislature and joy was carried into every house in the state with the passage of a law prohibiting the sale of alcoholic liquors for any purpose. The charitable institutions were taken out of the hands of the politicians and put on a civil service basis. Scandals in state printing were stopped and $200,000 saved to the people in four years.

Public employment was so reformed that there is not a drinking man among the 1800 servants of the state and during the present administration only four men got offices who were applicants for them. Hard laws have been made against food adulteration and shortage of weights and measures. Courts have been created for



GOV. WALTER ROSCOE STUBBS.
Chief executive of Kansas who is leader of the progressive movement in his state.

juvenile correction. School boards are compelled to give every child an education regardless of expense. Comprehensive policies have been adopted for the conservation of health. The state is active everywhere in the improvements of seeds and soils and animals of domestic value. The practise of all professions having to do with the public good are rigidly controlled and regulated. Laws have been passed for the encouragement of road building, the planting of forests, the conservation of moisture and the prevention of floods.

An era of great public enlightenment is on and the people have their faces turned toward the rising sun.

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DECEMBER ART EXHIBIT SOON IN PASADENA, CAL.

PASADENA, Cal.—An exhibit of oil paintings said to be one of the finest ever shown on the coast is to be seen at Hotel Maryland for 10 days, beginning Dec. 3, according to advance information from Hugo V. Pedersen, artist, of Copenhagen, Denmark.

Herr Pedersen has spent many years in the Orient, and his collection of paintings includes 150 sketches of India and Indian life, as well as other subjects. Noted among the paintings outlined in his prospectus are "Laying of the Cornerstone of the Victoria Memorial Hall in India by His Majesty George V., King of England," the temple known as "The Pride of Asia" on the Taj Mahal river, and numerous other temples, portraits of rulers and Oriental scenes.

RIDE TO SCHOOL IN A MOTOR CAR

SACRAMENTO, Cal.—Edward Hyatt, superintendent of public instruction in California, in a recent report tells of the value of the automobile as a means of knitting a rural community into a strong school organization.

The town of Imperial is the pioneer in the use of the motor car. It has a big passenger and freight automobile truck which cost $3500. Every day it makes trips into the country gathering up the older children for the agricultural high school in the town. The machine has seats in front and a freight compartment in the rear.

Immigrants Play Prominent Part in Washington

New state of the Northwest owes much to incoming settlers from eastern part of nation.

TACOMA, Wash.—Immigration may be said to be the very key of western progress. There has scarcely been time for one generation to be born and grow up since the railroads opened up the state of Washington and made it possible for the country to be developed. The West has called and the East has answered. Elbowing one another in the streets of such cities as Tacoma, Seattle, Bellingham and Everett may be found sons of the Pilgrims from New England, sons of Vikings from Minnesota, range-hardened cowmen from Montana and curb-weary brokers from New York.

The born and bred Washingtonian is a novelty. When the newspapers recount the deeds of a man who has voted in one precinct for 20 years they give the story scare-headlines. The newcomer with kodak views and stories of every country on the globe is a common occurrence—it is the old timer who is listened to in respectful silence when he opens his lips to tell of his early experiences.

Within the last 10 years the population of the state of Washington has increased from 518,000 to 1,500,000. The application of the simplest rules for calculation at once reveals the fact that such an increase comes from the outside.

Immigration is the very backbone of the commercial and agricultural industries of Washington. To it the state looks for the subduing of the tangled wilderness and the capital to raise skyscrapers. Without the enormous immigration of the past few years the day of Washington would still be hid in the future. It is interesting to note that the foreign nations have sent their sons' sons to the West in the same chronological order that they sent their sons to America. First came the Hudson Bay Company whacking with its stout Anglo-Saxon axe at the forests along the northwest coast. Then followed the Germans and the Swedes, all a generation removed from the mother country.

It is only now, after the establishment of cities and industrial communities by these hardy northern races, that the Huns, the Latins, the Slavs and other less adventurous races have begun to come in. Whole districts along Puget sound have been populated by Swedish and Norwegian settlers from Minnesota, by Germans from Wisconsin and Anglo-Saxons from New England.

Gradually as the tide of humanity continued to run westward all of the land which nature has of herself prepared was taken up in homesteads and preemptions. Then came the time when it was found necessary to go into the forest and hew out an acre for a house and barn and garden. At first locations along the sound and rivers were sought, for until the lines of railroads began to weave through the country the water was the only highway. Still the tide continued to run west, and roads were built by strong-armed men fresh from the Michigan and Wisconsin woods to their places far back on the mainland and islands.

Gradually all the available land was taken and the time came when the immigrant found himself forced to pay for his plot of ground. This meant less ground but a keener appreciation of it and consequently more energy expended. Land began to advance in price with the ever increasing demand. Property that sold 10 years ago for $10, $15, $20 an acre, is now worth from $25 to $800 an acre, according to location and fertility. The purchase of a bit of land at this price was out of the question for the poor immigrant.

Was the outlook hopeless for the newcomer? No, progress always has a niche in its wheel wherein the poor may safely ride. Money began to come in from the East—an immigration of gold. Mills were established so close together that the whir of the band-saw from one blended with the screech of the planer from the other. This all meant that men must be employed. Immigrants settled in little fresh fir shacks about the throbbing mills.

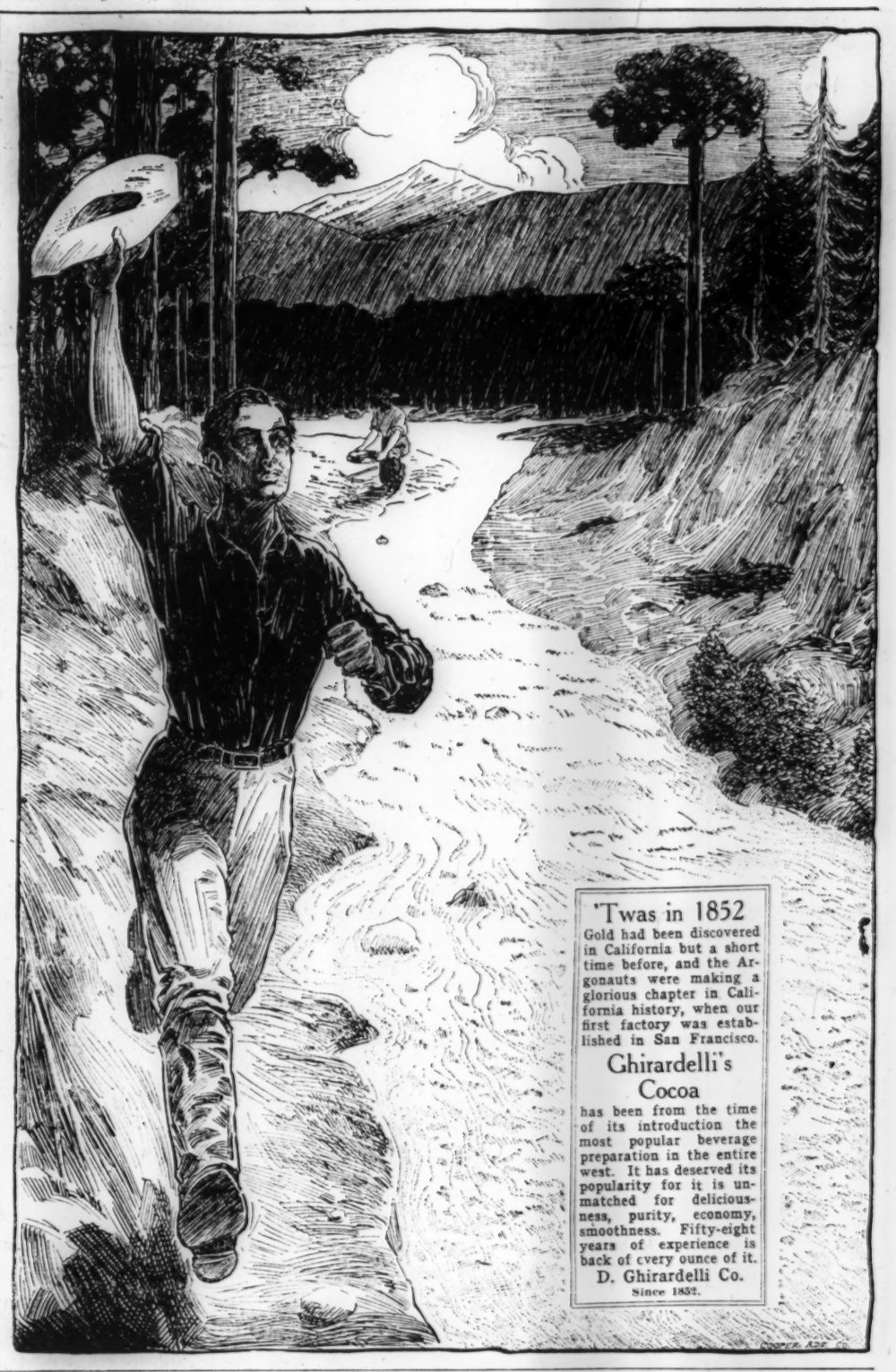
To run mills the hosts of the forests must fall. Logging camps grew up in an ever widening radius from the mills. Immigrants found work and good wages in the timber.

Great stretches of land, in agonizing bareness after the shearing of their glory, plead almost audibly for the aid of man to cover their deformity. Logged off lands offered the opening for the agriculturally inclined immigrant. The price was low and the problem of clearing was solved. Round and round rumbled the wheels that run from East to West. In flocked the venturesome from other states. Stumps were blasted, burned and raked away. Bits of garden were put in, and it was found that the land yielded richly, especially where cedar had stood. Berries were put in, and found to be a crop of which the markets as far east as Chicago were clamoring.

The western immigrant is always a homeseeker, the homeseeker is always a homemaker, the homemakers are the very fibers out of which the giant frame of western industry is knit. The immigrant has become the merchant, the capitalist, the industrialist, the laborer, the agriculturist of Washington.



TO RUN MILLS THE HOSTS OF THE FORESTS MUST FALL.
A logging camp in Washington. Immigrants hew down the timber, immigrants work in the mills, immigrants make their homes on the logged-off lands.



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Educational Needs in Mississippi

BY J. N. POWER.

State superintendent of education.

JACKSON, Miss.—The only intelligent and logical system of education is that which carries the best school advantages to all the people. Such a system Mississippi is slowly but nevertheless surely developing.

To develop such a system two things are necessary: First, the passage by the state of wise and progressive school laws; second, a healthful public sentiment that will translate these laws into the school system.

No state is rich enough to pay for the education of all. The people by local taxation must help themselves. The state should encourage and seek to develop a strong public sentiment that will bring about local taxation, consolidation of schools, etc. Mississippi appropriates annually from her treasury 52.4 per cent of her total income for educational purposes. This includes the support fund and permanent improvements for the higher educational interests, as well as the elementary. Of course thousands of dollars are raised by local taxation for the support of the common schools.

The Legislature this year passed some very progressive measures favoring the advancement of public education. Chief of these was an act providing for the establishment of county agricultural high schools and for the equipment and maintenance of the same. Under the provision of this act the county school board in each county in the state is authorized and empowered to establish not more than two agricultural high schools in each county and determine their location, one for white youths and one for colored youths, in which instruction shall be given in high school branches, theoretical and practical agriculture, domestic economy and in such other branches as the board may provide for.

The state appropriates annually the sum of $1500 to each county toward the maintenance of the agricultural high school or schools. The balance is raised by a local tax on the property of the county, usually amounting to one half mill. The county is required to provide a comfortable school building, at least 20 acres of land and a dormitory with dining-room facilities to accommodate at least 40 boarders.

I regard this act of the Legislature as the most progressive measure ever passed by any session within the past quarter of a century.

Mississippi is an agricultural state. More than 80 per cent of her people live by tilling the soil. This act will not only carry the best high school advantages to all the people, but through these schools we hope to develop the agricultural resources of each county.

An educator some time ago said to me that whatever a state visions as good in its own advance should be imparted through the public schools. I believe this, but will go a step further and lay down the proposition that the only way to give permanence to an idea is through the public school. The religious idea is given permanence through the church and its Sunday school. If we would give permanence to the back-to-the-farm idea which is now sounding through the nation, we must do it through agricultural schools or at least where agriculture shall be the dominant motive of the school.

We hope through our agricultural school system to not only bridge the gap between our common schools and the colleges, but better than all to prepare our boys and girls for life. Some one has well said that the ideal today is not only found in painting, symphony and cathedral, but that it also gets itself translated into the heel of the shoe, the crown of the hat, the structure of mower and reaper; into the fence around the field; it curves into the arches of bridges, echoes in the sound of the hammer and breaks over hill and valley every day in the whistle of the engine.

A practical age needs a practical education. Only 2 per cent of the people in Mississippi are engaged in the professions. We must have an education for the many as well as the few. Another act of our Legislature which will go far toward developing our school system was that providing for the establishment of a state normal college where our teachers can be trained. I am almost ashamed to say that Mississippi was the only state in the Union that had failed to establish a training school for teachers. This measure, therefore, and the one carrying the high school to the people, rather than the people to the high school, will do much toward bringing about a well-defined, definitely organized public school system.



J. N. POWER.
Mississippi state superintendent of education who praises the agricultural high school.



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EDUCATIONAL ADVANCEMENT IN TEXAS

By Frank Putnam.

TEXAS is different. The big state, unlike her sisters, came into the nation a republic, in fact an empire in size. Unlike the other states, Texas retained for her own the public lands within her borders; she did not cede them to the nation.

As a result, Texas has today a common school fund, dowered with allotments of her public lands, that exceeds $60,000,000. Out of that school fund each year each county receives for each of its children of school age $6.25. The annual allotment for each child grows larger every year, as the permanent school fund increases. The fund increases in three ways, chiefly: First, the sale of school lands; second, the rental of lands; third, the interest on municipal, school and improvement district bonds bought and held by the fund. Of these bonds the fund's average holdings totals about $12,000,000.

This enormous permanent school fund, with the annual allotment of $5 to $6 per child of school age, has been both a blessing and a handicap to public education in Texas. It has been, in too many rural districts, the sole support of country schools. Relying upon the allotment from the state's big fund, too many rural school trustees have neglected to call for a local school tax levy. Consequences: Short school terms, poorly built and equipped schoolhouses, immature and inefficient teachers.

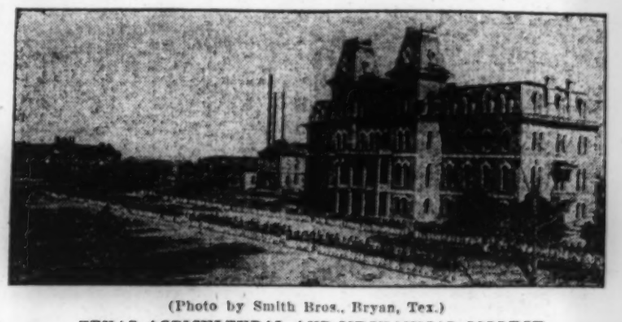
Education waits on wealth. Texas is growing rich. Hence Texas is now experiencing an intense new interest in education. Recent constitutional amendments have made it possible for rural school districts to levy taxes, for school purposes, sufficient to provide good schools and efficient teachers, and these are being provided. There is a constant and rising flood of district school bond issues sent up to Austin, the state capital, for the approval of the attorney-general. Likewise, and of the same significance, a flood of road bond issues, of irrigation and drainage bond issues. Texas has learned at last that the vast prairies which very recently she thought were worthless—so nearly worthless that she could afford to allot 20 acres to pasture a $10 steer—are in fact rich arable lands, ready, under skilful cultivation, to pour forth fortunes in grains, grasses, fruits and vegetables, in the fashion of the virgin prairies of the central West when that was a new country.

In the old South, higher education meant classical education. In the new South—or perhaps we should classify Texas as the Southwest, since its human type is unlike either the South's, the East's or the West's—the early favor shown the classics, in the higher institutions of learning, is giving way before an irresistible demand for education that will equip its possessors to render present social service. The University of Texas, at Austin, a school distinguished rather by its high spirit than by its plain, unornamental, sunburned architectural group, continues to bear aloft the torch of the humanities, in the older interpretation of that word. But the new spirit of education in Texas is apparent in the widespread, vigorous demand for the expansion of the Texas Agricultural and Mechanical College. Texas wants men who can apply modern sciences to her farms, her ranches and her orchards. She realizes that if she can get them, in sufficient numbers, soon, she can escape the wasteful farming, in large portions of her new territory, which has impoverished the lands of all older American states. Texas wants this practical education not for her sons alone, but for her daughters also.

Thus, in the State College of Industrial Arts, at Denton, up near the Oklahoma line, 250 Texas girls, many of them from the first families of the state, are being fitted for self-support in the practise of trades and callings, ranging from photography and gardening to applied chemistry. When Colonel Roosevelt recently visited the municipal trade schools of Milwaukee, and was both surprised and delighted to find boys there actually learning trades, in which they could support themselves after graduating, he found something that Texas has had in operation five years.

Although the university is regarded by all as the crown of the state educational system, and has by far the largest student body of any of the educational institutions of Texas, the school which commands the largest amount of public attention and interest at this time is the Texas Agricultural and Mechanical College. Two years ago it had less than 500 students enrolled. Only a very small percentage of them were listed in the agricultural courses. Nearly all looked to engineering and the mechanic arts for a career. Today the school has more than 1000 students and its demand for separation from the university, and for independent maintenance, is backed by an unmistakable majority of the citizens of Texas, so that the next Legislature will certainly heed that demand. It is well within the probabilities that, if the Legislature will provide accommodations and equipment, the agricultural college of Texas will within five years far surpass the university in the size of its student body and faculty.

Moreover, since Col. Bob Milner—a plain, homely, gentle, stubborn, tactful, friendly, very human country editor—was made president of the college two years ago, the number of students taking the agricultural courses has increased rapidly. Attendance during the year 1909-1910 was 838, divided as follows: Agriculture 246, architectural engineering 52, chemical engineering 6, civil engineering 125, electrical engineering 190, mechanical engineering 81, textile engineering 32, sub-freshmen 56.



(Photo by Smith Bros., Bryan, Tex.)

TEXAS AGRICULTURAL AND MECHANICAL COLLEGE.

Main building with cadet corps drawn up before it. Steam plant and dormitory may be seen at the left.

Texas "A. & M." has a feature not yet common in colleges; it may, indeed, be unique. This is a press agent. This agent was not appointed to boost the college, nor to herald its athletic victories; nothing so ornamental as that. He is there to serve the farmers of Texas. His work supplements that of the experiment station bulletin makers. The bulletins are mailed on request to the relatively few citizens who are sufficiently progressive to desire them. The press agent, a skilled newspaper man—Col. James Hays Quarles—supplies the daily and weekly newspapers of Texas with an amazing variety of "news stories" relative to farming, stock breeding, fruit growing and gardening in the different sections of Texas. His brief, newsy bulletins carry agricultural education each day and each week to hundreds of thousands who in no other way would acquire this information. The farmer who never has seen one of the experiment station's pamphlet bulletins picks up his favorite country weekly or his farm paper to find therein one or more of Colonel Quarles' fact stories derived by him from the experts in the college departments. The farmer who gets sleepy too soon after supper to pore through a 40-page bulletin written in technical language takes in the substance of that bulletin in a few brisk newspaper paragraphs and is the richer, perhaps, by one or more facts useful to him in his business of raising hogs, or growing Elberta peaches or Satsuma oranges.

Uncle Sam, through the federal department of agriculture, is a powerful factor in the educating of the people of Texas. Nor is Uncle Sam concerned only to educate the "grown-ups" in respect to growing more and better cotton and corn and hogs and grain and fruit; his agents were chiefly instrumental in the organization of the Boys Corn Clubs of Texas, which have enrolled more than 12,000 members. The easiest way to educate a boy is to get him interested in the chosen subject. Twelve regiments of Texas boys are tremendously interested in the corn club competitions. Each boy selects his seed and prepares, plants, cultivates and harvests an acre of corn. This excites interest in soil preparation, in fertilizers, in modern systems of cultivation, in profitable uses of the crop after it is harvested. These boys have done amazing things on their 12,000 separate acres. For example, one lad of 12 years, taking an acre of poor land in a field which had never been known to produce more than 20 bushels of corn per acre, made it yield, in this year, 104 measured bushels of corn.



DR. EDGAR ODELL LOVETT.

Princeton educator who is head of new Rice Institute near Houston, Tex.

The Boys Corn Clubs would be well worth while, if their only result was to stimulate better methods of corn-growing throughout Texas. They are doing that, and more. They are stimulating the rising demand for the teaching of agriculture in all the rural schools of Texas; for the creation of a system of county agricultural high schools, and especially for the uniting of neighboring one-room country schools into district graded schools. These developments are working out.

The Conference for Education in Texas deserves larger mention than this article will permit. It includes in its membership a large number of the patriotic, cultivated, progressive men and women of Texas and it maintains permanent offices at the state capital. Its influence is felt strongly in every movement for the advancement of education in this state. Its president, Clarence Ousley, editor of the Ft. Worth Record, is also chairman of the board of trustees of the College of Industrial Arts at Denton.

Newest, and in some respects most interesting of the educational establishments of Texas, is the Rice Institute of Houston. William Marsh Rice, born in Springfield, Mass., came to Texas in youth and accumulated a fortune here in trade. He bequeathed most of his fortune to found in Houston a college or institute, where tuition should be free to all white young men and women of Texas. During the intervening years, when the trustees were disentangling the estate from the meshes of litigation and shaping the property up to make a considerable portion of its funds available in cash for building purposes, the estate increased in value almost 100 per cent. It is today rated at close to $7,000,000. The trustees have purchased 300 acres of land near Houston, have engaged the Boston architects who planned the new group at West Point to create a scheme for the institute's buildings, have engaged a president, Dr. Edgar Odell Lovett of Princeton University, and have begun the work of rearing the college buildings. President Lovett tells me the college will open its doors to students in the autumn of 1911. Thus in the new year, as Channing put it, another "lamp lighted by New England on the prairie" will begin to diffuse the beams of learning over a vast region eager to be benefited.

Dr. Lovett is not yet ready to make definite announcement of the character of the institution over which he presides; yet the impression obtains that the Rice Institute, most richly endowed of all colleges south of Mason and Dixon's line, will do more than exalt the classics; that it will apply itself, in scientific spirit, to the solution of the many new industrial problems of this new country, and will meet in full measure the demand of Texas for education that fits young men and women to take readily their places as productive units in the world's industrial organization. It may not be wide of the mark to predict that Rice Institute will become the Cornell of the South. Texans with prophetic vision already declare their faith that the college will become, to Houston and to Texas, what Harvard is to Boston and New England.

In order to prevent my New England readers from indulging in a smile over that prophecy, I ought to explain that it is a prime article of faith with Houstonians, and with Texans generally, that Houston, linked with Galveston in the 48-mile-long Houston-Galveston shipping district, is destined within half a century to become the chief population center on the Gulf coast of the United States, a sea-and-rail and factory center rivaling New York and Chicago, in fact one of the world's great cities.

That "arrogant faith," as Dr. Lovett gently styles it, I share without the shadow of reservation.

Baltimore's $20,000,000 Sewerage System

BY CALVIN W. HENDRICK.

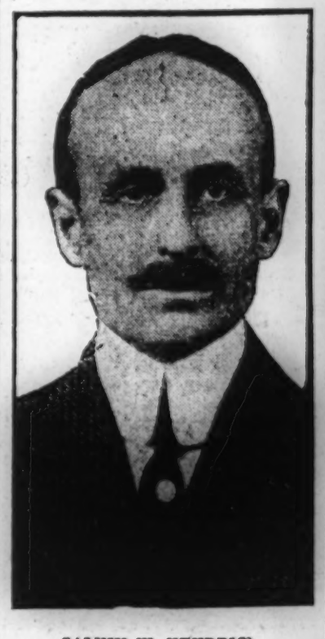
Chief engineer of the sewerage commission.

BALTIMORE—The construction of the new sewerage system for the city of Baltimore is one of the largest pieces of work of the kind ever undertaken by any municipality.

It contemplates the installation of about 1100 miles of sewers and drains throughout the whole city, including a sewage disposal plant capable of purifying 300,000,000 gallons of sewage per day, and the construction of a sewerage pumping station with pumps capable of lifting 82,500,000 gallons of sewage per day a height of 72 feet, including friction. The cost of the work will be about $20,000,000.

Rapid progress has been made in all parts of the work, and to date approximately 139 miles of sewers and drains have been contracted for, of which about 115 miles have been completed. The completed portion embraces the largest and heaviest work of the system, including the "outfall sewer," extending from the city to Back river, a distance of about six miles; also some of the largest interceptors. The work on the sewage disposal plant is rapidly nearing completion. The foundations of the pumping station building have been completed, as have also the three sewage pumps.

In carrying out this great work it has been necessary to resort to almost every branch of engineering. The work has involved the running of hundreds of miles of lines and levels; the planning and designing of two separate systems, sanitary and storm-water, covering the entire built-up portion of the city, and so laid out as not to interfere one with the other; the making of thousands of drawings; designing of buildings; the design and construction of large steam pumps to lift a portion of the city's sewage to a height of 72 feet, including friction, through large cast-iron force-mains; constructing the foundations for these pumps; constructing large sewers on pile foundations, through quicksand and adjacent to large buildings; the reconstruction of two large storm-water drains, eight feet and nine feet in diameter, carrying them under a 12-foot sanitary sewer in inverted siphons; the construction of large sewers in deep cuts in narrow streets, and maintaining the traffic during construction; the construction of large wooden outfalls for storm-water drains under the docks in the harbor; the building of improved roadways; the building of water towers and tanks, and the sinking of artesian wells.



CALVIN W. HENDRICK.

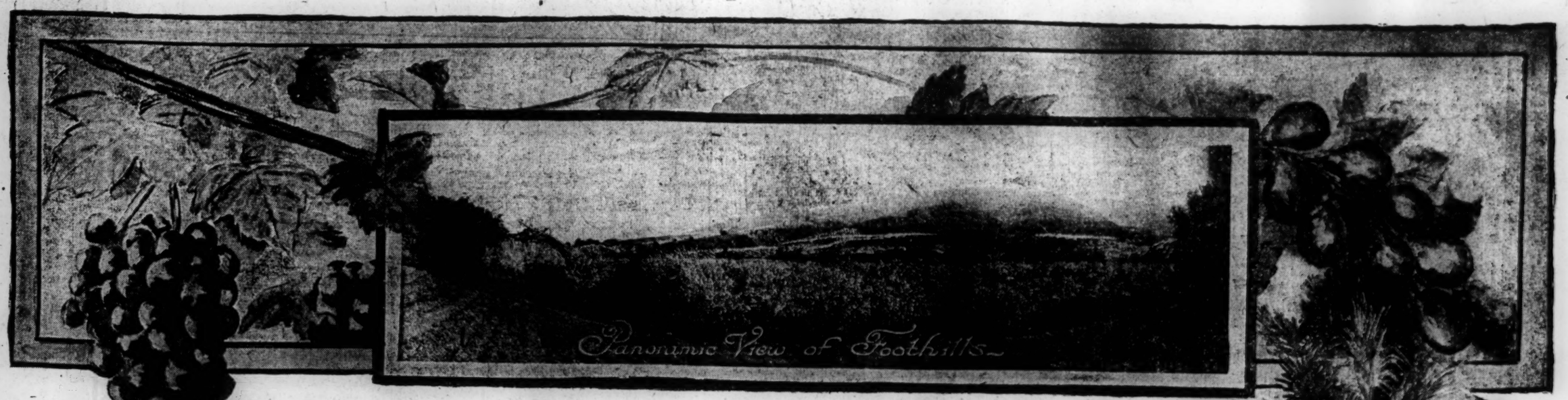
Chief engineer of Baltimore sewerage commission, who describes big work in progress.

There was also the task of clearing and grading a large tract of land for the disposal works, and grading it with steam shovels and narrow-gauge railways; the construction of an outfall sewer, 12ft. 3in by 11ft., nearly six miles in length, through earth and rock, tunnels, at depths as great as 50 feet below the surface, and across embankments over concrete culverts; the construction of great settling tanks and broken-stone filter beds for the purification of the sewage, with the necessary apparatus for controlling the sewage flow, and with large Venturi meters for measuring its volume; the designing and constructing of a power plant at the point where the purified sewage is discharged into Back river, where turbines will be operated by the effluent, generating electricity to light the entire plant and to furnish power to operate the sludge pumps, the pumps to furnish water for flushing and other purposes, thereby making the cost of operating the plant practically nothing.

In addition to carrying on the large and heavy work, special attention is now being paid to the construction of the smaller laterals throughout the city, which work is being pushed rapidly. One mile of some of the large interceptors has cost as much as 49 miles of the smaller laterals. The difficulties to be overcome with regard to underground obstructions are even greater, in connection with the smaller laterals, as in the case of large sewers we remove the obstructions entirely, while on the smaller sewers we support a great many.

The method of dividing the work so as to enable both large and small contractors to bid, and the extensive advertising of the work, have effected large savings to the city.

The contracts have been secured by responsible contractors from all sections of the country, including Baltimore, New York, Boston, Philadelphia, Chicago, Washington, Pittsburg, Bethlehem, Pa.; Lancaster, Pa.; Cleveland, Ohio; Logansport, Ind.; Crafton, Pa.; and Esmont, Va.



PROGRESS OF THE SANTA CLARA VALLEY and of San José, The Garden City of California.

FORTY YEARS AGO, BAYARD TAYLOR WROTE OF THE SANTA CLARA VALLEY: "Here the Great Artist seems to have taken a new palette and painted His creation with hues unknown elsewhere."

Long before, the Franciscan friars, under the leadership of Father Junipero Serra, had discovered that the wide green mesa stretching between the Mt. Diablo range on the east and the rugged, timbered Coast Range on the west, was destined to become one of the great valleys of the world and so, in 1777 they established the Santa Clara Mission. Twenty-three years later, nine head of wide-horned, wide-eyed cattle were brought ashore from a Spanish ship and turned loose among the flowers. From that day, progress set its seal on the Santa Clara Valley.

The Franciscan friars wore a long straight trail through the carpet of poppies and iris. It led from the Mission to the hacienda of the Bernals, who owned all the land from San Jose to Monterey, some 90 miles. A portion of the trail is now known as "the beautiful Alameda," one of the famous drives of California.

Years melted into each other. Carretas with solid wheels, left thick for the hub and beveled to a rim of four or six inches, wore the trail to a road. The carretas had bottoms and sides of stretched rawhide; they stood for the family coach. Money and quaint customs became plentiful. When a wedding party rode under hand-made arches of bloom to the Mission, there was always $20 for him who should lift the bride from the saddle, and $20 for the man who unfastened the bridegroom's spurs.

In 1840 the vaqueros, rounding up the cattle for the annual rodeo, found 1800 head where the nine had been; then the Santa Clara Valley offered to divide with the world. Bullock skins were sewn, stuffed with sand and dried out until they formed molds for luke-warm tallow which was poured into them and shipped to England and Russia. Jerked beef was cured and choice cuts were packed and exported to Mexico.

In those days came James Lick, who afterwards gave the world-famed observatory on Mount Hamilton. He planted the first big orchard.

Today, the Santa Clara Valley is a vast "fruit-basket." In a fair year, it exports 20,000,000 pounds of fresh fruit, 30,000,000 pounds of canned fruit, and 140,000,000 pounds of cured fruit. In spring, it lies under a scented snow of bloom. Nowhere else in the world is found 125 solid square miles of blossoming trees. Nowhere else in summer is such amber of apricot, such gold of the peach, such red of the cherry and blue of the plum.

Thirty-five years ago, a man in the valley planted as an experiment, 10 acres in onion seed. Today, more than 4000 acres are devoted to the growing of that seed alone, and it is admitted by every consumer to be superior to that grown in any other section of the world. The steady sunshine of harvest time makes it possible to do the curing in open air. This means two things,—a higher germination of seed and a lower cost of production.

Three thousand acres are devoted to the growing of lettuce of all varieties. There are over 2000 acres of sweet peas, and raddish seed is raised in thousand acre lots.

The wonderful success in this industry is due, first, to the climate which is "neither too hot nor too cold." The parallel bordering ranges of the valley protect it from the fogs and winds of the ocean and from the scorching inland heat, thus it ranks with Italy with her 3000 sunny hours.

The second element of success is the abundant water supply. The headwaters, for the greater part, rise in the Big Basin, guarded by the giant redwoods which scientists tell us were old in the days when Abraham and Sarah took their way through Palestine to found a race.

In the "Willows" district where the sandy soil will produce almost anything, 2300 pounds of Irish potatoes were produced with very little irrigation from 105 pounds of seed. One potato of the Burbank variety, the largest specimen ever grown in California, weighed seven pounds.

In summer time, the valley is always "on the verge of big events." Here was grown the largest pumpkin in the state with a weight of 264 pounds. The largest beet, not a sugar beet, weighed 16 pounds. An edible mushroom, the largest on record, weighed 20 pounds and furnished food for 50 people. It was grown in the eastern foothills, along the thermal belt where frost has never been experienced. The county boasts of a sunflower 15 feet tall, and one scarlet geranium, planted in the dense shade of a pine, stretched 13 feet to toss its bloom in the sun.

Yet—the half has never been told! Where else but in the Santa Clara Valley will one climb a fruit ladder to pick a squash? By a little house, just out of Los Gatos, a solitary seed was planted in the month of May. Like Longfellow's turnip, "it grew and it grew." It crept to the porch; it climbed to the roof. It swung its bloom above the eaves. At last, high on the shingles a huge squash ripened for Thanksgiving pie.

It is still in the memory of the older folk when the children of the valley trudged across acres of grazing land or through miles of chaparral to school. In one district, the schoolroom was the great cavern of Castle Rock. From its natural stone steps could be seen, to the north, the shimmering line of San Francisco bay—the foam line of Monterey bay to the south. The door was a big tan oak. Today, the public school system of the county boasts of 104 primary and grammar schools, eight high schools and many fine private institutions.

The New State Normal School, situated in San Jose, is a triumph of architecture and probably the most attractive public building in California. Built of reinforced concrete, its red base inlaid with clinker brick and polished tiles in quaint design, it gives the impression of a vivid autumn leaf upon its lawns. Around it tower its grand old guard of palms and pines. From its campanile rings out the same mellow bell that called the pupils half a century ago.

The normal school has instituted a May Day Fete which ranks creditably with the fete days of eastern colleges. It began with a may pole dance and little minuet given by the kindergarten and lower primary grade, but each year the exercises became more impressive, until at the last celebration, 1500 participants, in white, interpreted folk lore songs to the accompaniment of a stringed orchestra.

In the Normal square stands the fine Carnegie library with its 15,000 volumes. Also the new San Jose high school, a beautiful building of mission architecture of which the city is justly proud.

Eighteen miles from the city of San Jose and reached by the Southern Pacific and Peninsular electric railways, are the red tiled roofs of the Leland Stanford Jr. University. Everyone knows the story, how, 25 years ago, Senator Leland Stanford and his wife gave $30,000,000 to endow a university in memory of their only son. The buildings, created from the stone of the county, are the finest set of buildings in the world. The standing of the university is already known "unto the ends of the earth."

San Jose (pronounced San Hosay), "The Garden City," is the county seat in the heart of the valley, lying at the foot of San Francisco bay, 45 miles by rail from San Francisco. Greater San Jose has a population of 58,835. It is the trading center for 100,000 people. To the eye of a bird it is a beautiful mosaic, inlaid with broad avenues and shady drives. Almost in its center is St. James park with its wealth of semi-tropic trees. Bordering its well-paved streets are impressive business blocks of stone and brick. Among them are seven banks, and one of the finest postoffices the government owns.

The public school buildings of San Jose are valued at $500,000. Roses trail over the housetops, for this is a city of flowers—a city of palms and magnolias and orange bloom. Here, heliotrope flourishes outdoors the winter through, and languid oleanders and scarlet-throated pomegranate tempt the bees. It is a city of church spires and domes, but above all, it is a city of progress. Its horticultural machinery is shipped to Australia in one direction and to South Africa in the other. It has the very best of hotels. Its Chamber of Commerce is a staunch body of 300 members. The Southern Pacific car shops and yards have a large monthly payroll. Here are the two largest brick factories in the state, and among its 13 fruit canneries is the largest on earth. It has 26 dried fruit packing houses.

Of all the cities on the Pacific Coast, San Jose is best adapted to manufacture. It has cheap power, the same terminal rates possessed by San Francisco, and seven radiating tracts connect it with the outer world.

The Peninsular electric railroad system makes it possible for the laboring man to buy a small ranch in the foothills where his family can have a beautiful suburban home and "help out" with bees, berries, vegetables or poultry.

San Jose is the home of the Best Roads Association, a live organization with practical ideas, formed to build roads through the famous Santa Clara Valley at the rate of 20 miles a year. There will be the great scenic road along the foothills and the highway from Saratoga to the Big Basin. Already there are 976 miles of public roads through the county improved with the most practical material which the needs of travel demand.

The pride of the city is its playground—Alum Rock Canyon park. The park has 600 acres dotted with oak and laurel and madrone. An ever-living stream flows through it. There are 16 mineral springs, including hot and cold sulphur, soda, magnesia, arsenic, iron and their sulphates. There are Turkish and plunge baths. An electric service connects the park with the city.

At sunset, looking from San Jose towards the east, is seen what appears to be a great white pearl upon a mount of shining amethyst. It is the dome of the Lick Observatory on Mount Hamilton. Perched 4209 feet above sea level, it is the greatest astronomical observatory in the world. It has the second largest refracting telescope. James Lick endowed it with $700,000.

When the Mount Hamilton electric railway is complete, San Jose will be within an hour and a half's wonderful scenic ride of this, one of the greatest attractions in all California.

Among other prides of the county are the Congress Mineral Springs. The waters, pure and cold, sparkling and effervescent, are free for the taking. In the timbered canyon above them, birds sing all the winter through and the scarlet toyon berries embroider the dark green cloaks of the hills.

Scattered across the valley are many live cities and towns. Santa Clara is a beautiful city of 5000 people, owning its own power, light and water plants.

There is lovely Saratoga with its wide-famed Blossom Fete—a unique service of thanksgiving "that drouths did not kill our orchards and for the promise of our harvest."

An eastern poet has written:

"In the mountains of Los Gatos,
Purple misted, turquoise skied."

He saw but the finished product, the beautiful "Gem City" smiling from her terraces.

Progress touched Los Gatos. The grainfields were subdivided and lined with white-plumed orchards. The Southern Pacific came to lay its tracks along the old Fremont trail.

Today, what was once the path through the mustard is as fine a ten miles for motoring as there is in the West. The luxurious cars of the Southern Pacific and Peninsular Electric Railways make traveling to and from the beautiful Gem City a delight.

Truly, as Tennyson has said,

"The old order changeth, yielding place to new,
And God fulfills Himself in many ways,
Lest one good custom should corrupt the world,"

but the spirit of the Santa Clara Valley is the same yesterday, today and forever. Its welcome reaches out across the world. To capital it offers rare opportunity for paying investment. To labor its vast industrial interests, its silver nights and golden days, its fruits and flocks and flowers offer a man's chance to do a man's clean honest work beneath the great blue canopy of God.




Portion of Inner Court, State Normal School.


Inner Court, Showing Chapel, Stanford University.

"Onyx" Hosiery

Trade Mark

Silk



There is no article of Wearing Apparel which lends itself so readily to the Purposes of Adulteration and Deception as *Silk Hosiery*.

On the other hand, there is nothing so essential to a Perfect Toilette as good and tasteful *Silk Hosiery* carefully chosen for each occasion.

"Onyx" *Silk Hosiery is Honest Hosiery*, embracing every known improvement in fabric and construction—Every weight, color and style—ranging in price from that of the modest, plain, every-day hose to the most artistic and elaborate embroidered and lace creations—a range which meets the requirements of every purse.

SILK HOSE FOR WOMEN

498. A Pure Thread Silk in Black and All Colors, of extra length, with a "WYDE TOP" and "SILKLISLE GARTER TOP" and SOLE.

This "*Onyx*" Silk number is Twenty-nine inches long and Extra Wide and Elastic at Top, while the "GARTER TOP" and SOLE of SILKLISLE give extra strength at the points of wear, preventing Garters from cutting and toes from going through.

106. Women's Pure "Onyx" Thread Silk—*the extraordinary value—best made in America*—every possible shade or color—Black, White, Tan, Gold, Copenhagen Blue, Wisteria, Amethyst, Taupe, Bronze, American Beauty, Pongee, all colors to match shoe or gown. Every pair guaranteed. **$2.25** per pair

FOR MEN

315. Pure "Onyx" Thread Silk, Black and All Colors. Fine gauge with Lisle Sole. An Extra good quality. **$1.00** per pair

620. Pure "Onyx" Thread Silk, Black and All Colors, medium weight, with "Onyx" Lisle Lined Sole—insuring satisfactory service. **$1.50** pair



Trade Mark

"Onyx" Hosiery

Trade Mark

Cotton and Lisle



is the *Best Hosiery* on the market today.

Millions of Satisfied Wearers support this claim.

Thousands of Merchants stake their reputations as purveyors of the *best* by making "Onyx" Hosiery their leading line. Very many carry no other.

With these incontrovertible facts before you, satisfactory hosiery buying becomes simplicity itself.

Look for the trade mark, stamped on every pair.

Take Notice of such wear-resisting and comfort-making improvements as our "DUB-L TOP"—"WYDE TOP" and "DOUBLEX" QUALITY.

Every style, weight and fabric for every member of the family. We describe below a few of our important numbers:

FOR WOMEN

E960—Women's "ONYX" Black and Tan "DUB-L TOP" Cobweb Lisle—resists the ravages of the Garter Clasp. **50¢** per pair

409K—Women's "ONYX" "DUB-L TOP" Black, White and Tan Silklisle—double sole, spliced heel. Feels and looks like Silk, wears better. **50¢** per pair

E710—Women's "ONYX" Black and Tan "DUB-L TOP" and "WYDE TOP" light-weight lisle with "DOUBLEX" splicing at heel and toe and double sole—very wide on top without extra width all over. **50¢** per pair

660K—Women's "ONYX" Black, Medium Weight—Silklisle "Wyde Top" hose with "DUB-L TOP" and "DOUBLEX" splicing at heel and toe and double sole. **50¢** per pair

700 S—Women's "ONYX" Black and Tan "DUB-L TOP" Silklisle double sole, spliced heel—an excellent quality. **75¢** per pair

OUT-SIZE HOSE

170 S—Women's "ONYX" Gauze lisle "DUB-L TOP" Black, White, Pink, Tan, Cardinal, Sky, Navy, Violet; double sole, spliced heel. **50¢** per pair

FOR MEN

E310—Men's "ONYX" Black and All Colors—medium weight—Six-Thread Heel and Toe, Four-Thread all over. Known by most men as "The Best Hose I ever wore." **50¢** per pair

E325—Men's "ONYX" Black and All Colors Silklisle, gauze weight, double sole, spliced heel. "The satisfactory hose." **50¢** per pair



"Mérode"

(Hand Finished)

Underwear



"Harvard Mills"

(Hand Finished)

Underwear





You waste no time reading about these BRANDS—
The statements are as honest as the goods.—
Furthermore do not hesitate about trying them—
They will satisfy you—

The manufacturer of Branded products of *Good Quality* advertises them freely — he is not afraid of the public verdict.

The demand from consumers from every section of the country for these BRANDS is constantly increasing, which proves that the consumer has found them *as good* as we said they were.



"Mérode" and "Harvard Mills" (Hand Finished) Underwear

This delightfully comfortable, beautiful and durable Underwear has long passed the experimental stage — It is not a new product launched on the market with an unearned reputation; quite the contrary — Its prestige is unassailable and its reputation firmly established.

Every garment is cut by hand, which accounts for the superb fit. Here are a few of the leading qualities:

No.	Color.	Description.	Price	Drawers, Vests, Corset Tights, Covers: Sizes 3-6	Drawers, Vests, Corset Tights, Covers: Extra sizes 40-44	Union Suits: Sizes 3-6	Union Suits: Extra sizes 40-44
505		Cream, Medium weight, finest combed cotton		.50	.69	1.00	1.35
1464		White, Heavy weight fleeced combed cotton		.50	.69	1.00	1.35
658		White and Silver, Heavy weight merino		.85	1.00	1.50	1.65
566		White, Medium weight merino		.85	1.00	1.65	2.00
672		White and Silver, Winter weight merino		1.00	1.35	2.00	2.50
562		White, Light weight merino		.85	1.00	1.50	1.65
513		White, Light weight silk and wool		1.00	1.35	2.00	2.50
618		White, Medium weight silk and wool		1.00	1.35	2.00	2.50

No.	Color.	Description.	Price	Drawers, Vests, Corset Tights, Covers: Sizes 3-6	Drawers, Vests, Corset Tights, Covers: Extra sizes 40-44	Union Suits: Sizes 3-6	Union Suits: Extra sizes 40-44
140		White and Silver, Heavy weight merino		1.35	1.65	2.50	3.00
674		White, Heavy weight silk and wool		1.65	2.00	3.25	3.50

Children's

No.		Description.	Vests and Drawers: 2-6	Vests and Drawers: 7-8
2662		White, Heavy weight fleeced cotton	.35	.45
264	U	White, Heavy weight fleeced cotton, Union Suits	.79	.89
2666		White and Natural Winter weight merino	.50	.70
270	U	White and Natural Winter weight merino, Union Suits	1.00	1.25

SOLD AT QUALITY SHOPS. If your dealer cannot supply you, we will direct you to nearest dealer or send postpaid any number desired. WRITE TO DEPT. CM.

Lord & Taylor, *Wholesale Distributors* New York

Thanksgiving Number

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, NOVEMBER 28, 1910.

Section Six

Australian Commonwealth Facing the Dawn

Written specially for the Thanksgiving Monitor by an Australian.

SURELY the greatest achievement in all Australia by all Australia for the year 1910—an achievement for which every Australian can express his personal thanksgiving to Infinity—is the dawn of a new nation, the coming of age of a continent.

This is the story of discipline and sacrifice recognized and accepted; of a clear look of purpose across the desert of state bickering and city-bound aspiration to the fruition possible when "the circle of brotherhood has extended and the duties of that brotherhood become perfected"—to follow in part the splendid words of an American professor.

It is no more possible to read such an awakening into the ordinary things of a year's production than to know when the first surprised flush of comprehension has revealed manhood to another, yet it is a great thing, a very great thing, perhaps the greatest thing for a nation—the time of self-revelation.

Over 10 years ago Australia came legally and physically into manhood as a commonwealth. Mentally she was yet in her teens; hugging still, though doubting more, the narrowness of state boundaries; uncomprehending a possible fraternity continent wide.

And the men who first ruled her saw as in a glass darkly while horizons waited. . . .

The proof and the expression of this new Australia, which has been fashioned in 10 years, may be found in the decisive victory of the Labor party in both houses of the Federal Parliament. That victory would not have been possible purely as the triumph of class or the survival of the more perfectly organized hostility. It was the sweep of the faith and force of a nation, for the first time coherent.

Australia has taken a great step forward from the shadows of the local, the destructive and the critical—urged by a cause beyond class. Therefore the term "Labor party" must change in sympathy therewith, or a recognition of the wider concept will make verbal change unnecessary.

The vestibule time.

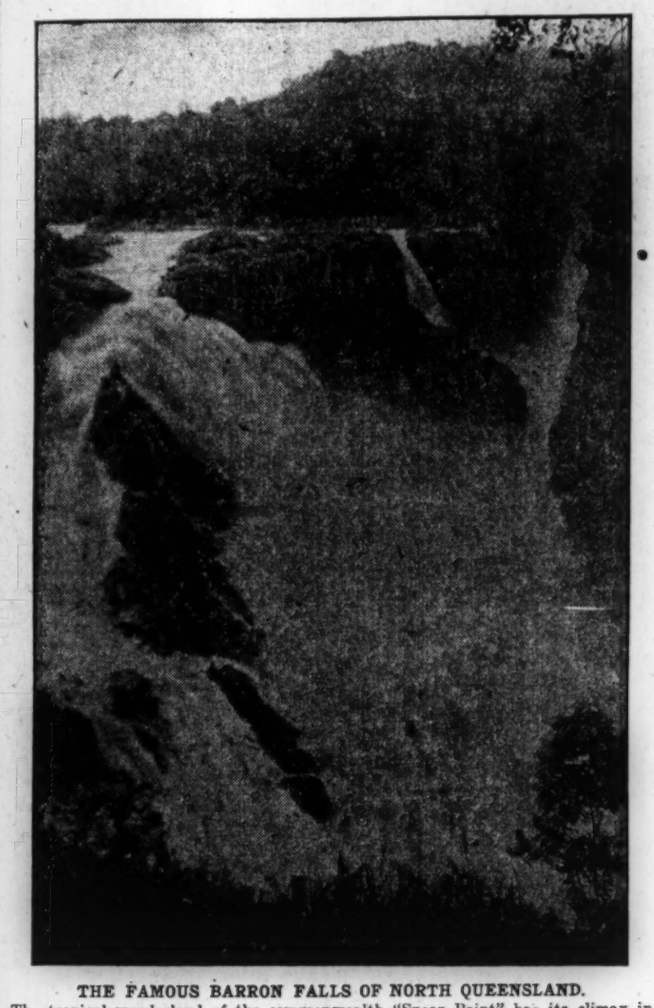
Picture a continent greater, with the island state of Tasmania, by 4300 odd miles than the United States, whose isolating girdle of sea has led to a fauna distinct from the rest of the world. People it with British stock, and let that stock be gradually added to with thousands of miles separating the colonies thus formed.

The result is a wonderful material production, a gratifying diffusion of wealth, a sturdy, fearless independence but also states or peoples almost antagonistic and certainly jealous of each other, pressing out to touch hands under compulsion of surrounding immensity, and recoiling with the unreasoning irresponsibility of childhood. Even in one state, Queensland, as far back as 1860, the governor, Sir George Bowen, wrote of the pastoralists:

"I have often thought that the Queensland gentlemen-squatters bear a similar relation to the other Australians that the Virginian planters of 100 years back bore to the other Americans. But there is a perfectly different class of people in the towns. Brisbane, my present capital, must resemble what Boston and the other Puritan towns were at the close of the last century."

While the analogy itself is a searchlight, its immediate value lies in proving differences extant then in the state itself.

In later years it was apparent to the thoughtful that the vastness of the land had not yet been mentally circumscribed by the scattered peoples; in other words, most Australians were still lacking a true sense of proportion, and failing to know themselves they failed to measure up to the external. It has been this feeling of a destiny unfulfilled, of a problem unescapable, which marred the joyousness of a young land. You may read in the wildest gallop of hoofs, or in the laziest curl of bush fire smoke, across the pages of Australian verse, a sense of the plaintive—the manhood spirit craving interpretation and perspective —the vestibule time. Henceforth the plaintive in literature or verse will not awaken echoes in Australian hearts, but instead the pulse of purpose will be ever felt.



THE FAMOUS BARRON FALLS OF NORTH QUEENSLAND.
The tropical wonderland of the commonwealth "Spear Point" has its climax in the splendid play of waters which delights tourists.

The awakened ideal.

The ideal of a "white Australia" is molding a nation broader than a continent. Briefly stated, this constructive idea has been the preservation of a new land for the white race, the founding of another United States without a negro problem.

The first big step was the deportation of thousands of black South Sea Islanders, or Kanakas, paid laborers who had been imported to work on the cane fields in tropical Queensland. Much hardship and a good deal of injustice seemed to lie in the decision and the state protest was bitter. With the accomplishment came fuller understanding of the responsibility and federal aid was given to the sugar industry in order to assist the growers profitably to replace colored labor with white. Still unfolding, the inspiration of the idea showed that the provision of such aid was falling heavily on the one or two states already affected, whereupon every state in Australia cheerfully paid its share of sugar bounty. The unfolding of the idea was bringing comprehension of brotherhood.

With idea-expansion Australia understood that her "Monroe doctrine" widened out into the concerns of other nations, and thus in part she first obtained a true conception of proportion as a unit of the British empire and next of her place against the background of the world. And the idea enabled her to begin to circumscribe mentally empire and world.

There went forth, then, a call to the sacrifice of readiness, and from the call a surging toward efficient national defense.

This year has seen the first fruits of a new capacity for federal sacrifice. Conceive of a young nation, which loathes the very name of militarism, gladly taking upon its shoulders the burden of universal military service and a real navy under the insurgency of a grand idea and the stimulus of a new imperial spirit.

The thoroughness with which the commonwealth has set itself to defense efficiency may be gained by comparing the 660,000 men between the ages of 18 and 35 years in Australia with the fact that in eight years there will be over 200,000 thoroughly trained citizen soldiers, a military college, small arms and ammunition factories, and an expeditionary force ready for immediate despatch. For the seventh year alone of the scheme the estimated cost will be £1,884,000, or $9,420,000, according to the official year book. The commonwealth has also ordered an Indomitable (armored cruiser of the dreadnought type), three cruisers of the Bristol type, six destroyers, three submarines, depot ships and docks. Actual naval construction cost alone will be £3,750,000 ($18,750,000). In defense policy all parties have been wide-awake but the determination of the Labor party to build up an Australian-imperial navy, instead of yielding to clamor for a dreadnought gift to Britain, stands out as one of the main reasons today why the commonwealth fleet is already partly in being.

Again the explication of the white Australia policy brings with it sacrifice and with every sacrifice the federal life is deepened!

The "new protection."

The "new protection" which strikes at the root of protective evils owes much to the Labor party—understanding the latter phrase always as above class. Not how high nor how low shall be the tariff wall, but how much will the people as a whole gain from this national act? That is the basis of the new protection. The manufacturer who benefits by a schedule must share the benefit with his employees in a fair wage and with the consumer in a fair price, otherwise the executive has power to withdraw the protection. The application of this theory is at present limited, but no prophet can measure its future development.

And here again the federal spirit is sweeping continent wide.

The place of woman.

The commonwealth and the states of Australia recognize no distinction in suffrage, and though it was only in 1894 that South Australia led the way the principle has been so happily accepted and has proved itself so well that the Australian visiting Britain or the United States is amazed to find distrust of woman suffrage as a political factor. No stress has hitherto been laid in this article on woman's part in the making of new Australia as the word "man" has been used as a generic term.

Beholding broadly, it is very hard to separate the influence of the female vote upon this awakening of Australia. But already there is apparent in a slight degree the effect of the woman's standards, particularly in regard to social conditions and in advancing the temperance cause.

The life work of such a woman as Catherine Helen Spence of South Australia—a broadening out of loving work in an ever-widening circle—points to woman's real place in Australia.

The working woman and the woman who has to manage on a husband's small wage, sees more and more the direct influence of legislation on her standard in life, and she is in part able to pre-see its effect in decrease or increase of weekly accounts. For example, she will grasp fairly accurately the relation to her present and her future of postal savings banks, federal pensions, free education, arbitration and wages boards, protection against adulteration in food or in clothing and workmen's compensation. Perhaps it is not a bad thing for a nation when one half of its voters interpret legislation and party by their influence on the home!

The question of Kanakas in cane fields has become a cement of empire and the home standard of the woman is capable of even more glorious enlargement. At the present moment it is a national asset that women are rising in thought beyond old boundaries. A chief danger of Australia has been the parochial, and every time the thought horizon of a man, a woman or a child enlarges that danger lessens. It has been unfortunate that distinctions of party have clung to woman's skirts and for the sake of the childhood of Australia the time has come when the real change in the labor party should be marked by change of name, thus minimizing the curse of supposed loyalty to "class" instead of to principle and idea.

A new empire.

Nearly 16,000 Australian soldiers fought for empire in Africa, and the birth of the present imperial idea in the commonwealth dates back to that time. Empire was then a sentiment which profoundly stirred. There followed the importation of Chinese into Africa—and with it a more sober Australia, doubtful of the inspiration of the old sentiment. Development of the white Australia ideal (with the removal of the Chinese from Africa by a liberal government) changed the empire of sentiment to an empire of partnership. Imperial defense was no longer a sentiment weaved round such phrases as "Motherland" and "Lion Cubs," but a recognized necessity for existence.

Australia is as free today as she could well wish, but she is bound by loving bonds, also by a developing intention to help conduct the empire on a common sense cooperative basis. A council of empire, or a senate of empire, is coming as surely as daylight after night, and those who see in the new citizen army and growing commonwealth navy any weakening of empire bonds utterly and hopelessly misunderstand. The affection of the grown man for his mother is no more the clinging affection of the child, and when the man advises and joins in the family council his words carry the weight of a man—but he loves!

The bugle call has rung through Australia and the order has gone to a young nation: "Fall in! By the right—Quick march!" And presently the grander bugle of the British empire will sound. Then if it be indeed "By the Right" who will hinder? . . .

There are many Australians who cherish dearly the vision of a vaster empire—say rather of a federation beyond a federation—in which the United States will be a partner. The welcome to the American battleships, and the triumphal tour of a party of San Francisco boys revealed the depth of that feeling. The people of the commonwealth know immensely more of the life and course of events in the United States than Americans know of the big land across the water, and while the social evolution of both differs diametrically in much, there is a growing sympathy on the part of the younger land toward the older. The vision cherished now may yet be obscured by "economic distrust," in Australia, or too intense "cosmopolitanism" in the United States—meanwhile it is an inspiration on which there is no sign of dimness.

The first practical step toward the fulfilment is more accurate knowledge. If the peril of a sensational cable service was cleared away, and good accurate news substituted we would be close enough to the vision to see it smile. Both countries need interpreters greatly and ignorance, dense and unthinking, is unworthy of either. Here it may be said with gladness that The Christian Science Monitor is daily advancing the cause of international brotherhood by lessening ignorance regarding other countries, while helping other lands to see the real America.

There has been no attempt by the writer to describe the great material prosperity of Australia—its sea-borne trade of £160,000,000 ($800,000,000) and its rapidly growing production, which in 1908 was roughly £165,000,000 or $825,000,000 from a population of only 4,275,306; or its beauties, or its attractions for immigrants, or the pages of its economic history.

Immeasurably more potent and indescribably more a cause for thanksgiving is the awakening of the nation and the essence of that awakening has been the capacity for sacrifice.

New Zealand in the Path of Change and Progress

From the snow-clad giants of the South Island to the boiling wonderland of Rotorua in the North Island, New Zealand abounds in contrasts of the physical.

Even more vivid are the contrasts which spring from the national life.

Advanced state socialism, with only a handful of self-termed socialists; magnificent laws for labor, yet labor politically almost non-existent; a free democracy with adult suffrage, side by side with a "continuous" and almost one-man government, these are facts which puzzle.

The solution may be gained by dividing New Zealand into two. The one will then be crowned with the glory of economic achievement and will be instinct with the spirit of the fraternal—this is the one which time will only beautify and which will be loved always wherever young men dream dreams and see visions. The other is busy, changing, prosperous, having so many people to the square mile, exporting so much beef and so much butter and so many other things—this is the New Zealand which will command the attention of the statistician and become an increasing factor in world markets.

A wonderful capacity for following a lead has been one of the chief features in the political life of the people, and to that capacity much may be attributed. Yet he who had sought to feel the pulse of the nation in its highest laws had gained litttle. And in that fact lies the significance of today.

The people of New Zealand have watched their builders rear a unique economic temple, legislative stone on stone, and the time has now come when the onlookers will complete any work that remains unfinished and make any future extensions. Such an awakening was inevitable and it has come before acquiescence destroyed popular initiative.

The splendid national movement against the drink traffic—the one outstanding action of the people and especially of the women of the people—proves abundantly that there need be no retrogression in New Zealand when the people have ceased to follow and to acquiesce.

There has never been a time in all the history of the little Dominion when the future was more rich with promise. Those who are fearful because men who led in other days will never lead again fail to perceive that when a people begin to understand for themselves their path is made more plain.

And thus it seems to the writer that the lives of men like Edward Tregear will bear immeasurably richer fruit in days ahead because such lives have taught the young nation the vital principle which underlies the enduring and progressive.

Fruit Raising in British Columbia

Youngest industry promises big success in province



GATHERING FRUIT IN ORCHARD NEAR NELSON, B. C.
The fruit farms in many cases occupy picturesque situations on lakes and rivers amid the mountains.

NELSON, B. C.—Although the youngest of the important industries of British Columbia, the growing of fruit promises to become one of the most significant and enduring that the province possesses. None of the commercial orchards are yet 20 years old, very many of them indeed are only half that age, and yet the fruit which they produce is being discussed all the world over. It is eagerly sought for by fruit importers in England, Belgium, Germany and Sweden, in Australia and New Zealand, and even in China and Japan.

The qualities which have gained the fruit its world-wide reputation are in the first place those which win the approval of the eye, namely its color and size. Equally important and valuable, though less obvious to casual observation, are its splendid keeping qualities and its high flavor. Apples of the Ontario variety have been kept no less than 20 months in a perfectly sound condition in an ordinary house cellar, and cherries grown beside Lake Kootenay have stood, quite successfully, a fortnight's journey to England, traveling in the ordinary way by parcel post without any help from refrigerator cars or cold storage.

The factors which contribute most towards this result are the soil and the climate, but in the first place the climate. Apples of superb quality—superb because they have beaten all competitors on the show bench in competitions open to all the world—are grown on poor, gravelly soil equally well as on light and fertile loam. The climate, which is preeminently favorable for the growth and ripening of the apple—and for other fruits as well—equalizes all differences of soil. The trees grow so rapidly that the wood does not consolidate sufficiently by the time the fruit begins to appear, and the consequence is that even quite young trees require a small "army" of props to hold up the branches.

The orchards are being planted at all elevations up to 2500 feet above sea-level; but the apple at least is now proved to thrive up to nearly twice that altitude. Many of the orchards occupy extremely picturesque situations along the margins of the long, narrow lakes and beside the rivers, with which the country is diversified, and between the water's edge and the mountains which rise up more or less steeply behind. In the Okanagan valley irrigation is practised; but on the Pacific coast and in the east under the shelter of the cloud-arresting Rocky mountains the natural precipitation is sufficient to admit of the finest fruit being brought to maturity without irrigation.

Large numbers of people are coming in from England and the prairie provinces of the Dominion—and most of them are intelligent middle class people with capital—to take up this fascinating pursuit.



(From Jubilee volume of Queensland Government.)
BULLOCK TEAMS DRAGGING GREAT LOGS DOWN BUSH ROAD.
The axe of the woodsman, the slow pull of the bullock, and the light railway are opening up magnificent forest wealth.

WORLD HAS 30 BIG DOCKS.

WASHINGTON—There are now 30 dry docks in the world that are big enough to hold battleships of the dreadnought class. England owns 14 and this country has nine.

RATES

One insertion 12c a line; three or more insertions, 10c a line. No advertisement taken for less than three lines

Classified Advertisements

Answers may be sent to New York Office, 2092-2093 Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 750 People's Gas Bldg, Michigan Ave. and Adams St.

TELEPHONE

Your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising

JEWELRY

PHELPS & PERRY
Jewelers
3 Maiden Lane, New York

¶ For many years we have been selling precious stones, jewelry and watches to discriminating buyers. During this time our business has increased largely, and as it has grown some of our customers have moved to remote parts, but have continued to purchase from us because of the satisfactory value received. Your valued orders will likewise receive prompt and careful attention.

¶ The various Departments are under the supervision of the most experienced people possible to secure. Great care, time and attention is given to the selection of the most artistic and substantial.

¶ We remodel your old jewelry to the latest designs in gold or platinum and cheerfully give estimates.

¶ We invite a comparison of prices on high grade work, and would especially call your attention to the following:

Gifts for Ladies

Pearl Necklaces,
Banquet Rings,
Emerald, Ruby,
Pearl and
Diamond Rings,
Brooches,
La Vallieres,
Sautoirs,
Earrings,
Bracelets,
Diamond Mounted
Platinum Lorgnettes,
Platinum Chains set with
Emeralds, Diamonds,
Sapphires or Pearls,
Gold Novelties,
Vanity Boxes,
Gold Bags, mounted with
precious stones,
Fancy Diamond Watches,
Gold Bead Necklaces, alternating with Amethysts,
Moonstones or Coral.

Gifts for Gentlemen

Diamond and Pearl
Scarf Pins,
Sets of Cuff Buttons,
Studs and Vest Buttons
mounted in platinum
or gold,
Seal Rings, plain gold or
stone tops,
Fobs and Charms,
Platinum and Gold
Vest Chains,
Gold Match Boxes,
New thin model Watches,
Emblem Jewelry made
by the Derby Company.

PHELPS & PERRY
Jewelers
3 Maiden Lane, New York

WOMEN'S SPECIALTIES

TURNEY, Milliner & Importer
9 East 35th Street, New York

Three Smart Representative Turney Hats



MULE GREY BEAVER, self-colored satin with garniture of Pastel flowers. Copied in any color.

Turney Hat



ROSE SATIN imported hat with 2-tone willow plume in the soft rose tints. Broad gold lace flange finishing the brim.

Turney Hat



BLACK VELVET TURBAN trimmed with smart royal blue wings following line of the hat on both sides. Very high in back.

We represent the
"Spirella" Corsets
These Corsets are made to measure. Absolutely unbreakable. Launder perfectly.
Hygienic, Graceful, Comfortable.
We send demonstrator on request.

TURNEY COUPON
10 per cent Discount
will be given from the price of any of our hats if this coupon is presented at the time of purchase.

Turney, Milliner & Importer
9 EAST 35TH STREET
NEW YORK CITY
Telephone Mad. Sq. 7199

WOMEN'S SPECIALTIES

$17.75 FORMER PRICE $50.00



A Parisian Ostrich Feather Is What You Want

No matter how small or large your purchase of this firm may be, you may always rest assured that your hat has an exceptional value above the hats all your friends wear. The stock that our

HAND KNOTTED OSTRICH WILLOW PLUMES

are made of is the best of its kind, in duration and appearance as well. The attraction is admirable and everyone is proud to be the owner of a PARISIAN FEATHER.

The fact that wives of presidents of million dollar corporations in the United States and actresses of the highest reputation are in constant connection with our house by ordering one after another speaks for itself. Our profit is very small individually, but the enormous amount of the individual small profits count up to a satisfactory result in general.

There is not another concern in the United States who can compete with this BARGAIN MAIL ORDER HOUSE, for a good many of our competitors have tried to do so, but have failed in the end. GIVE US A PARISIAN FEATHER IS THE GENERAL CRY OF THE SOCIETY LADIES. Give us the quality, the shape and the price of the PARISIAN FEATHER IS WHAT THEY ALL SAY.

There will be no exaggeration in our statement by asserting that if every woman in the United States knew of the PARISIAN no one else could sell a single feather, no matter to what extent they would reduce their prices.

When you take another feather in your hand after examining first a PARISIAN, you'll positively say THERE IS SOMETHING WRONG in the other; it is not like the Parisian, which is faultless in every respect. We do not ask you to take our word for it, as it is within your reach and by sending in your order you will convince yourself of the truth of our statements.

COMBINATION WILLOW PLUMES 2 AND 3 COLORS FROM $4.75 UP

Our best sellers in black or white willows:

23 in. long 17 wide	$10.00
24 in. long 18 wide	11.75
25 in. long 19 wide	12.50
26 in. long 21 wide	15.75
28 in. long 23 wide	17.75
30 in long 24 wide	22.50

Our French Plumes

$12.50 FORMER PRICE $25.00



20 inches long.

The most beautiful feather you could ever dream of, the long and lustrous flues, the thickness and above all the quality is positively above all criticism.

PARADISE BIRDS from $15.75 up.

MARABOU OSTRICH STOLES from $5.00 up.

Send for price list describing other sizes.

We send C. O. D. express prepaid. When goods are desired by mail they must be paid for in advance.

Money Refunded If Not Satisfactory

PARISIAN FASHION FEATHER CO., Inc.
10 East 42nd St., New York Dept. 17

FOUNTAIN PENS

1884 THE STANDARD FOR 26 YEARS 1910

"MADE RIGHT TO WRITE RIGHT"

Guaranteed Fountain Pens of quality direct from manufacturers at wholesale prices.

"Vulcan" Self-Filling Fountain Pen

No complicated parts to get out of order. Fills and cleans itself easily and quickly by a simple pressure of the knob. A high-grade, beautifully finished pen that will work satisfactorily. Has our new perfected feed, and 14-karat SOLID GOLD pen, tipped with hard iridium

$2.00 With No. 2 Gold Pen

$2.50 With No. 4 Gold Pen



"Vulcan" Stylo Pens

Unequalled for fast writing, ruling and manifold.

Two sizes, 4¼ and 5½ Inch. Gold or Black Rubber

$1.00

Can be carried in any position in lower vest pocket or lady's bag.

"Vulcan" Fountain Pen

handsomely chased barrel. Ordinary filler,

$1

Ideal Xmas Gifts for Little Money

Every Pen Fully Guaranteed

"Juco" Stylo Pen

Holder and cap of selected hard rubber. Non-corrosive Precious Metal writing point and needle—not affected by action of any ink. Price

$1.00

Any of these pens sent prepaid upon receipt of price.

GOLD Filigree Fountain Pen

Specially designed for the holiday trade.

Each pen in handsome plush case,

$5

Satisfaction Guaranteed
ORDER TODAY

J. G. ULLRICH & CO.,
Manufacturers
135 GREENWICH ST., NEW YORK

PIANOS

A Short and Interesting Article

Piano Manufacturing
Past and Present

IN the early 50s the few piano manufacturers in the United States, with but one or two exceptions, made good pianos. The employees were energetic and spent their spare time in research and invention. Many of these men started their own small factories and all made artistic instruments, sparing neither time nor money to further their development, and pianos made great strides toward mechanical and tonal perfection. Their factories grew rapidly, but gradually these veterans of the real art of piano construction retired, until to-day there are but one or two remaining, and commercialism has made inroads into many of these factories where the superintendents have replaced the founders, who were both students and mechanics.

¶ In the rush for greater facilities and the consequent money stringency, funds and time for further experiments and inventions and developments were lost sight of. The superintendents made the pianos after their own ideas, and finally found more profitable positions which were accepted, and new superintendents came with new ideas, hence the piano, although of the same name, developed into an instrument different entirely from its original construction.

With Paul G. Mehlin and his sons this has not been the case. Thousands of dollars have been expended and are being expended in scientific research for the benefit of MEHLIN PIANOS, which have had the attention of Paul G. Mehlin for fifty years and are being further developed by his sons.

This work is now fully demonstrated by their pianos, and that it is appreciated is shown by the steady advancement of their business.

¶ MEHLIN PIANOS are pronounced by expert judges to be the best now made. They are used by the most cultured musical people because these instruments produce the finest quality of tone.



MEHLIN
Grand, Inverted Grand
AND
Player-Pianos

Have taken the front rank among the really artistic pianos by reason of their superb tone quality and the excellence which distinguishes every structural detail.

¶ The Mehlin "Inverted Grand" is the only "Upright" built on the principle of the Grand. It has the Grand Scale, Sounding Board and Tone.

For Art Catalog and full particulars apply to

Paul G. Mehlin & Sons
MAIN OFFICE AND WAREROOMS,
27 Union Square, New York
BRANCHES AND AGENCIES IN EVERY PART OF THE COUNTRY

MEN'S SPECIALTIES

BE WELL DRESSED

There Is Satisfaction

in knowing your clothing questions are being cared for by a tailor of experience, who has made a life study of the "art of appropriate dress" for each customer.

Some of my patrons have been for twenty years coming to me regularly for their clothes. Their regularity attests their satisfaction.

I give personal attention to the details of MEASURING, CUTTING and FITTING, and my goods, both domestic and the importations, are selected from the standpoint of QUALITY only.

I have no time to waste on inferior goods. The desirable reputation my customers have given me I insist on maintaining, and by never allowing unsatisfactory work to leave my shop, I please both my regular and new customers and myself.

My prices are modest for high class work, and if you are looking for a careful, high class tailor and are in sympathy with the subject at the head of this advertisement—

"Be Well Dressed"

I should be glad to have you call.

DAVID GEARY
Tailor
No. 1358 BROADWAY
NEW YORK

TELEPHONE,
MURRAY HILL 543.

HOUSEHOLD NEEDS



YOU can't move the window to your dresser, but you can move

THE VACU-MIRROR TRADE MARK REGISTERED

to the window. You can *attach* the Vacu-Mirror to the window, by means of the rubber vacuum cup, turn it to any angle you wish on the universal joint, and thus get the direct light of the sky on every part of your face.

What She Gave Him For Christmas



Interesting note from a young woman in Meridian, Miss.:

"The Vacu-Mirror came all O. K. before Christmas and I am simply delighted with it, as is the young man to whom it was given. He says he wouldn't part with it."

You can make any man who shaves happy with a gift of

THE VACU-MIRROR TRADE MARK REGISTERED

It makes shaving more pleasant for him because he can attach it to a window, face it at any angle, and thus throw a bright light on any part of the face.

You Will Please Her With This Gift



Any woman would be glad to have a mirror that will enable her to get more light on face and hair when making her toilet. That is why

THE VACU-MIRROR TRADE MARK REGISTERED

makes a particularly enjoyable Christmas Gift. She can attach it to a window near her dressing table, make it face any angle and get the bright light just where she wants it.

Give Vacu-Mirrors for Christmas

Price $3.00. For sale at department stores, novelty stores, druggists and others. If your dealer cannot supply you, send your order to us.

Austin Sales Co.
18 Vesey Street, New York

RATES

One insertion 12c a line; three or more insertions, 10c a line. No advertisement taken for less than three lines

Classified Advertisements

Answers may be sent to New York Office, 2092-2093 Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 750 People's Gas Bldg, Michigan Ave. and Adams St.

TELEPHONE

Your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising

I Want to Tell You the Secret of "Automatic" Vacuum Cleaner Success

I can not come to you personally—that's why I ask you to write today for our book of convincing proofs which tells you why I threw aside all the common ways of screening dust by bags, baffles, etc., and invented

THE AUTOMATIC WAY

—the only practical way of catching all the dust through a vacuum cleaner—with its patented double tank device which catches 95 per cent of the dirt by gravitation without the aid of screens, baffles or water, making the *Automatic* really *automatic*.

You Don't Need Electricity for Thorough Vacuum Cleaning

because the *Automatic Hand Power Vacuum Cleaner*, which *blows as well as sucks*, affords the full power of the large, expensive cleaners—at a price within the reach of everyone.

IDEAL CHRISTMAS GIFT

—and one certain to meet with the fullest approval of every overworked housewife. Write for our handsome souvenir Christmas brochure.

EARNS ITS COST OVER AND OVER AGAIN

You don't have to take up your carpets or rugs or remove a single article of furniture—the "AUTOMATIC" sucks the dirt off the floor right through the carpet and thoroughly cleans upholstered furniture, portieres, etc., and it does all this with less effort than it takes to push a carpet sweeper—in quarter of the time—a tenth of the labor and does the work indescribably better than the old-fashioned method of broom and dust-brush, earning its cost over and over again in the saving of the wear and tear on your carpets, rugs and furnishings AND IN THE ELIMINATION OF DRUDGERY.

A CHILD CAN OPERATE IT

While it will do all the work expected of the average electric machine, it is light enough for any woman to carry about and runs so easily that a child can operate it.

THE HAND POWER VACUUM CLEANER THAT BLOWS

With it you can renovate mattresses, pillows, bedding, clothing, millinery and aerate dark, unventilated closets and thoroughly blow the dust out of all the nooks and corners you could not reach in any other way. It is very convenient for drying the hair or massaging, for which special soft rubber tool is provided.

FULLY GUARANTEED—IT WILL LAST A LIFETIME

In speed, thoroughness of work, simplicity of construction, the "AUTOMATIC" is without a rival. Malleable iron, steel and brass are used exclusively in its construction. IT CONTAINS NO TIN, WOOD OR CAST IRON. It doesn't get out of order and will last indefinitely. It is the standard of efficiency today and still will be after 20 years of constant service.



NOW READY——1911 MODELS

AUTOMATIC HAND POWER VACUUM CLEANER

FULLY GUARANTEED



For Sale in All the Leading Department Stores of Greater New York

OUR TRIAL PLAN WILL PROVE OUR CLAIMS

We make strong claims for the AUTOMATIC HAND POWER VACUUM CLEANER. We say that it will give you complete satisfaction, but we don't ask you to buy the AUTOMATIC simply on our statements or claims—we don't ask you to buy until the AUTOMATIC has proven its superiority. The only way to get this proof is to have it demonstrated in your own home. Have your carpets, rugs, curtains, furniture and bedding cleaned with it and satisfy yourself that all we say of the AUTOMATIC is really true.

We want to prove to YOU convincingly beyond all question that the AUTOMATIC HAND POWER VACUUM CLEANER will actually eliminate all the drudgery of housecleaning. That's why we ask YOU to send us YOUR name and address so that we may mail YOU the full particulars of our trial plan, whereby you may try the AUTOMATIC HAND POWER VACUUM CLEANER in your own home for 10 days and be thoroughly satisfied that our claims are fully met by its superior merit.

If, after trial, you are not satisfied that this is the best hand power Vacuum Cleaner you ever saw, you may return it to us and your trial will cost you nothing.

You cannot afford to turn down this opportunity to test the only real, practical, low priced AUTOMATIC VACUUM CLEANER sold today, requiring neither motor nor electricity.

AUTOMATIC Electric Vacuum Cleaners

For the Home, Office and Other Buildings Wired for Electricity

We build the largest and best line of Electric machines also, ranging in price from $65.00 to $125.00.

Three Styles—Mechanical marvels, embodying power, safety, noiselessness, lightness and beauty—in a class by themselves, without competition and they do just as thorough work as the most expensive wagon or installed vacuum cleaner outfits.

The New York Board of Fire Underwriters have carefully tested and approved the *Automatic* and it is admitted to any building without in any way increasing the insurance hazard.

We Want Live Representatives Everywhere

We have spared neither time nor money in perfecting the AUTOMATIC VACUUM CLEANER and we have proven to the complete satisfaction of everyone who has expressed any interest in the AUTOMATIC that we have the most efficient Vacuum Cleaner, whether it be hand or electric power, on the market today and we have placed them at prices which are within the reach of everyone.

The AUTOMATIC VACUUM CLEANER is a quick and profitable seller—a real money maker for responsible dealers. Write today regarding our local agents' proposition.

Automatic Vacuum Cleaner Company,

1026 East 45th St., Bloomington, Ill.



Electric Power

RATES

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TELEPHONE

Your advertisement to 4830 Back Bay, or, if preferred, a representative will call on you to discuss advertising

HOUSEHOLD NEEDS HOUSEHOLD NEEDS

Remarkable Story of the Experience of a Reader of The Christian Science Monitor with

The Oil of Gladness Mop



"A year ago," says Mr. Shepardson, 215 East 45th street, Chicago, "I saw an ad in The Monitor of the Oil of Gladness Dustless Mop. I sent for one on trial. The results it produced in my home were so remarkable that two hours after it arrived I was compelled to take orders for seven mops for my friends. Mr. Dunlap sent me twelve instead of seven and in one hour after they arrived all twelve were sold. The next three dozen lasted just two days—the following six dozen went even faster and now I am selling six **hundred a week!**"

Through the recommendations of another man who had bought one mop we sold **sixty dozen!**

Thousands of testimonials have come to us unsolicited. Everybody is enthusiastic over the merits of the mop. Mrs. A. E. Stevenson, wife of the ex-Vice-President of United States, says, "The Oil of Gladness Dustless Mop is all that you claim for it."

This is what we claim—The Oil of Gladness Mop and Duster saturated with specially prepared oils will Clean and Polish **at one stroke, once over, all furniture, pianos, finished floors, woodwork, wax floors, linoleum, automobiles, carriages.**

Renews the Shining Finish Beautifully

NO HEAVY WORK. NO SCRUBBING. ABSOLUTELY SANITARY—RAISES NO DUST—ABSORBS IT. ABSOLUTELY SAFE—No danger of spontaneous combustion as with linseed oil rags because it **never dries** out—Never gums wax, or ruins finish because it contains no acid. "It makes the shine that won't come off." Results are simply too wonderful to believe without a demonstration in your own home.

To introduce one in your locality, we will send you one for $1.50 express prepaid—your money back if not satisfied—providing you send us the name of your dealer. We can afford to do this because that one will sell hundreds more as it did with Mr. Shepardson. Send the name of your dealer and get the **Oil of Gladness Dustless Mop. DO IT NOW!**

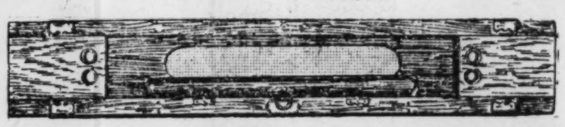
"Makes the Shine That Won't Come Off"

Dunlap Manufacturing Company, DEPT. 23, Bloomington, Ill.

AVOID INCONVENIENCE

Ventilate Your Rooms---Have Fresh Air Without a Breeze

Morse's Celebrated Window Ventilators



The sliding ends make it adjustable in an instant to any window from 22 to 29; 29 to 37 inches wide, $1.50 each; 37 to 46 inches wide, $2.50 each. Other sizes to order.

FINISHED IN
Cherry, Natural, Golden or Mission

Unsurpassed for use in schools, offices and public halls, as well as homes.

It can be used either at the top or bottom of a window, or between window casings, thereby giving free circulation. The deflector can be adjusted so as to allow as much or as little air in the room as desired, or it may be cut off entirely.

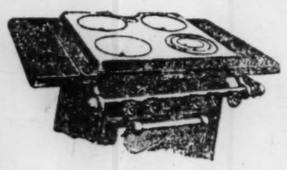
By keeping out the rain or snow it prevents curtains, draperies or carpets from getting wet, as in the case of an open window, and also eliminates the annoyance of a blowing curtain.

A sensible, convenient appliance, that will last for years with proper care. Send for booklet C.

T. W. O'CONNOR CO., 125 Haverhill St., Boston, Mass.

ECONOMY IN COOKING

The Economic Top: A cast iron top with removable covers, made to fit 2, 3, and 4 burner gas stoves.





HOUSEKEEPERS—Do you know that your monthly gas bill can be reduced one half by making one burner heat the entire stove top? **WITH OUR STOVE TOP** burners are not exposed to drafts of air, and every particle of heat is used. By retaining all the heat, one burner will boil three kettles of food, and there will still be room for whatever needs heating. One burner turned low will keep food hot indefinitely.

Can you afford to waste gas?

Mail postal today for descriptive booklet. **Special terms** on orders received prior to Jan. 31. Agents wanted, big profits. Mention the Monitor.

Manufactured solely by GAS STOVE IMPROVEMENT CO.
117 Falmouth St., Boston, Mass.

UNION FUEL CO.

Anthracite **COAL** Bituminous

498 ALBANY STREET, BOSTON, MASS. TEL. TREMONT 188.

FAMILY TRADE A SPECIALTY

CLOCK REPAIRING

DIFFICULT WORK A SPECIALTY

E. HOWARD CLOCK CO.

BOSTON — NEW YORK — CHICAGO.

Boston Office: Room 39, Jewelers Building

373 WASHINGTON STREET. TELEPHONE MAIN 643.

We Are a Perfectly Reliable Firm Selling

GROCERIES TO CONSUMERS

at wholesale prices; this means

A Saving of 25 to 40

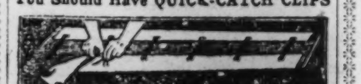
cents on the dollar.

SEND FOR OUR WEEKLY PRICE LIST

We were the originators of the Ginter Grocery Co., of Boston, Mass.

National Package Grocery Co.,
M. J. Ginter, Pres.,
79 LAKE STREET, CHICAGO
Phone Central 5812.

IF YOU DO YOUR OWN IRONING
You Should Have QUICK-CATCH CLIPS



A hundred thousand women now use **QUICK CATCH CLIPS** on their ironing boards. With the Clips they can change covers in 30 seconds, and covers are held without sewing or tacking. A woman's invention, for women. Fit any board. Last indefinitely. Any woman can attach the Clips, and they work as easily the first time as the hundredth.

25c Send 25 Cents today—You'll never regret it.

THE IRONING BOARD CLIP CO.,
STATION B, CLEVELAND, O.
We can use a few more good agents.

The Great Dust Layer

Egyptian Spray

For Churches, Public Buildings, Schools and Homes. In use for years.

Applied in Vapor form to floors, carpets, etc., prevents dust rising while sweeping.

$3.00 FOR 1 GALLON AND ATOMIZER.

Special inducement to churches: For 30 days we will prepay express and refund money if not satisfied. Soon pays for itself.

EGYPTIAN SPRAY MFG. CO., Inc.,
208 SUMMER ST., BOSTON, MASS.

HOUSEHOLD NEEDS HOUSEHOLD NEEDS



...FACTS... REGARDING THE Potato

Selected Potatoes
The Best in the World

W. H. AMES.

Fifteen years devoted to the study of potatoes and the handling of thousands of cars have revealed to us important facts regarding this necessary article of food, viz:

1—That there is a vast difference in potatoes that appear alike to the untrained eye.

2—Believing that quality would be appreciated in potatoes as in other foods, we are placing upon the market (through the merchants who are known for the high quality of the goods they carry) the very best potatoes obtainable, **in one peck cartons which exclude the light.**

3—MAINE produces the best potatoes. We purchase only the best of the MAINE crop. We select only the best of the car.

Thus you get

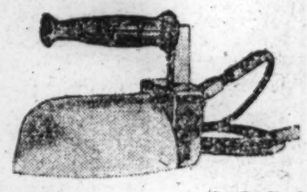
The CREAM of the Car. The CREAM of the Crop. The CREAM of the States

W. H. AMES & CO.
INCORPORATED
25 AND 26 B. & M. PRODUCE MARKET, CHARLESTOWN, MASS.

Burditt & Williams Co.

4 High Street (Corner Summer) Boston

"HOT POINT" CAPELL GAS IRON



For Domestic use, Laundries and Tailors.

PERCOLATORS TABLE CUTLERY
CHAFING DISHES BATH ROOM FIXTURES

Fine line of Carving Knives.
Useful Household Hardware at Reasonable Prices.

Telephone Fort Hill 592.

YOUR Oriental Rugs May Be Soiled, Worn, Torn or Uneven

The care of Oriental rugs has been our study for the past fifteen years. We cleanse, repair and straighten them. We restore worn surfaces, weave holes (reproducing the original design and color) and make new edges and fringes. We also pack rugs moth-proof for storage.

Our experience has been ample and varied. We have renovated rugs of all types—from the simplest Turkish door mat to the most exquisite palace carpet. We have had the pleasure of restoring to beauty and usefulness many rare pieces which had fallen into almost utter disrepair through age, neglect or accident. We have a large number of satisfied customers who will testify to the excellence of our work.

Booklet containing detailed information, testimonials and price list will be mailed upon request. We call to examine rugs free of charge.

Armenian Rug & Carpet Renovating Works

Established 1885

OFFICE: 15 TEMPLE PLACE Telephone 3023 Oxford WORKS 16 WALTHAM ST.

WE EMPLOY NO SOLICITORS AND HAVE NO BRANCH OFFICES.

Santo Vacuum Cleaner



Portable and stationary. Operated from electric lamp socket or by hand.

Quiet running, no vibration. Free demonstrations made anywhere. Machines rented at reasonable prices.

DUREN & KENDALL
34 Summer Street,
BOSTON, MASS.

Telephone: Main 5573 or 4212

A DELICIOUS, APPETIZING TABLE LUXURY

Dixie Brand Peanut Butter

Can be used in the preparation of Tasty and Dainty Salads, Stuffed Dates, Candies, etc. Especially desirable for Afternoon Teas and Lunches. Book of Recipes sent free upon application. Manufactured by

THE KELLY PEANUT COMPANY, *Inc.*
Ask your grocer. 200 State St., Boston, Mass.

SPECIAL LIGHTING FIXTURES We make special designs for each room, to harmonize with decoration for churches, residences, etc.

Metal Arts & Crafts Co.
545-547 JACKSON BOULEVARD, CHICAGO, ILL.

FREE—Barrett Flexible Sash Rod with Catalogue on receipt of 2c stamp for postage

CHARLES R. BARRETT CO.
Sole Manfrs. Dept. W., 18 E. Kinzie St., CHICAGO

Upholstery, Draperies, Repairing and Polishing of Furniture
Have your work done by
WILFERT BROS.
A reliable firm
(Formerly with the Henry A. Turner Co.)
All the work we do and the material we use is strictly first-class, with the most reasonable prices; estimates given. Address 27 Cambria st., near Boylston st.
TEL. 3122-1 BACK BAY.

EXPERT BUYER OF RUGS

Furniture, Draperies, Wall Paper, dealing only with strictly wholesale houses, will meet prospective customers by appointment. No charges. Address C 574, Moultor Office.

WOMEN'S SPECIALTIES WOMEN'S SPECIALTIES WOMEN'S SPECIALTIES

FOR HOLIDAY GIFTS

Headquarters for Monograms of Distinction

Monograms for every purpose made in all metals; also metal art work of every description. Auto monograms, boat and canoe names made to order. Goods direct from our factory to the consumer.

We invite correspondence and will cheerfully furnish any information you desire and guarantee prompt attention to all orders.

We deliver articles on receipt of price by mail or express, charges prepaid, and guarantee safe delivery.

Monogram buckle and belt for $1.75



The belt is of good quality leather in blue, brown or black.

The monogram buckle, cut from German silver or brass, 14 kt. gold plate, over 15 styles belt buckles or pins, in any finish, $1.00.



No. 2092, Bag, 9x12, with gilt or gunmetal frame, for $2.75, including Old English initial. Monogram, $1.00 extra.



German Silver Mesh Bag 50 cents and upwards. 50c. size illustrated. **50c**





Photo Frame with your monogram cut from solid sheet brass, dull or bright finish; a work of art. **$3.75**

Hand Engraved Belt Pin, with your monogram, 14 kt. gold plate or german silver $1.50. Made in smaller sizes, for brooches, **$1.00**



Latest Paris Styles for 1910 and 1911.

German silver, 14 kt. gold plate:	Solid Gold, 10K.	Solid Gold, 14K.
No. 2635 .... $2.50	$3.50	$4.50
No. 2645 .... .75	1.00	1.50
No. 2639 .... 2.50	3.50	4.00
No. 2647 .... 1.00	1.25	1.50

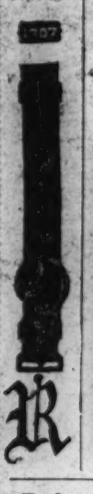
Monogram for leather goods, ebony, etc., with pointed posts for mounting. Sawed from solid sheet metal. Gold plate or silver finish. 741 **$1.00**

Over twenty-five other styles for $1.00.





Any initial Fob as cut 1707 in German silver on 14K. gold plate for 75c.



Gold Filled Watch Fob, Silk or leather with 1-10 gold trimmings, $3.50; sterling $4.50. Over seventy-five other styles. Solid gold prices on application.



Latest Block Monogram Fob, any 3 initials as illustrated, 14K. gold plate, No. 506, 500, only **$1.00**



Belt Pin or Buckle. Our script style, very exclusive. Gold filled, any finish. $3.25, sterling silver $4.50. Over fifty other styles.



Our popular No. 738 Script Initial in brass or German Silver in any finish. Price, **25c**





Watch wrist bracelets made in tan and black calf or pigskin 3 sizes **$1** each

2615. Paper Knife. Bronze finish, solid or gilt brass, bright or dull finish, as cut, $1.00. Monogram or fancy scroll work; prices on application.

School and club pins made to order, designs and prices submitted in quantities or single.

John A. Salman, Mfg. Jeweler, 17-21 Bromfield St., Boston

FOR CHRISTMAS PRESENTS

DIAMONDS, WATCHES, JEWELRY, SILVERWARE, CUT GLASS NOVELTIES

It costs nothing to see and examine our Diamonds and Jewelry. We solicit the privilege of sending any article you may select for your examination and comparison, knowing that we can satisfy the most critical and conservative buyers.

The celebrated Marshall "F" (First) Grade Diamonds are guaranteed pure white, absolutely perfect in cut, shape and polish, and of the greatest brilliancy—TOP QUALITY GEMS.

Every Diamond sold by us is accompanied by a written guarantee stating the exact weight and grade of the Diamond, and style and quality of mounting. Furthermore, we agree to accept any Diamond sold by us at the full price paid, at anytime, in exchange for a larger or more expensive stone, or for any merchandise selected from our immense stock of Jewelry, Silverware, Cut Glass, Leather Goods, etc.

You do not need cash. No matter how far away you live, you can open a **CHARGE ACCOUNT** and pay in small amounts extending over a period of eight months.

To those who prefer to pay cash for their purchases, we allow a special discount of 8% from regular prices.

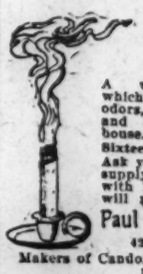
Send for a copy of our handsome new illustrated booklet, "Gift Suggestions." It solves the problem of what to give for Christmas presents, and shows over one hundred and fifty beautiful selections appropriate for sweetheart, wife, husband, father, mother, sister, brother, relative or friend. Sent free to any address. Our large 118-page Christmas Catalog, No. 34, will also be sent free on request. Write for it today.

GEO. E. MARSHALL, Inc.
The Pioneer Diamond Credit House,
103 STATE STREET, CHICAGO, ILL.

FRANK WISTUBA
PRACTICAL FURRIER,
521 WASHINGTON ST. Tel. Oxford 1073-1

HOUSEHOLD NEEDS

Should Be In Every House, Office and Public Building



EGYPTIAN DEODORIZER

A wonderful preparation which destroys disagreeable odors, from whatever source, and perfumes the entire house.

Sixteen Pastilles in box, 25c
Ask your dealer—if he cannot supply you, send his name with 25 cents in stamps, we will mail you a box.

Paul Manufacturing Co.
42 Fulton St., Boston
Makers of Cando, the celebrated silver polish.

A TWO POUND BOX OF DAGGETT'S DELICIOUS CHOCOLATES

will be mailed to any address in the U. S. upon receipt of $1.20, lb. size 60c, half lb. size 30c, sample 10c.

F. L. DAGGETT CO Daggett's Chocolates BOSTON, MASS.

MADAM DYER

Successor to
MADAM PHELPS
Custom Corsets and Lingerie. New Hobble Skirts in silk from 5.00 to 10.00.
400 BOYLSTON ST., BOSTON, MASS.

MRS. GRACE E. KELLOGG

Recently with some of the largest New York houses as DESIGNER, has opened an establishment for private trade.
GOWNS, EVENING DRESSES, WRAPS.
440 Newbury St., Hotel Eastgate, Boston
Tel. B. B. 1982.

FANCY LEATHERS for CHRISTMAS GIFTS

Cut to order any size at wholesale prices. Send 10 cents for Art folder showing samples of over forty beautiful leathers suitable for all kinds of home fancy work—EMBROIDERY, PYROGRAPHY, TOOLING, CARVING, PAINTING.

RICHARD W. HINCKLEY,
31 Milk St., Rm. 418. Boston, Mass.

SHAMPOOING—Manicuring and similar work done in your home; all styles of hair goods made from own combings; satisfaction guaranteed; best references; try my unexcelled "Viennese Toilet Goods." Phone Drexel 3987 or write LENORA L. SCHAEFER, 4598 Oakenwald ave., Chicago.

LAUNDRY

LAUNDRY

35c. PER DOZ.—SHEETS, PILLOW SLIPS, etc., etc., nicely washed and ironed. Separate washing, thorough sterilizing. Monday, Brookline; Tuesday, Back Bay, Cambridge. Address 983 Boylston st., Boston.

Tel. B. B. 1945 any day except Sunday. "The best laundry work we have ever seen."

MARKET GARDENING

MUSHROOMS GROW in one night; 50c starts you in business; full directions, including spawn. Plymouth Rock Mushroom Co. Box 1, Melrose, Hlds., Mass.

STUDIO JEWELRY CO.

141 Tremont St., Boston



Manufacturers, Importers and Silversmiths.

Choice Xmas Gifts.

Diamonds, Watches and Silverware.

Exquisite designs in Cut Glass and Imported China.

Our prices are always right.

EUSTIS
Ladies' Hatter
687 Boylston St., Room 314.

CECILIA A. FIDALGO
(Established 1892)
GOWNS, COATS, HABITS

Patterns drafted, system taught. Work guaranteed. Reasonable prices. Farragut Bldg., Cor. Boylston and Massachusetts Avenue, Boston.

RATES

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TELEPHONE

Your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising

GRANITE ARCHITECTURE. GRANITE ARCHITECTURE.

GRECIAN VASE.

From the Museum in Athenian Athens



Architectural Designs Made from Westerly Granite Erected Throughout the United States

Material and Workmanship Unsurpassed

Illustrated Booklet on Request

The Westerly Granite Co.

355 BOYLSTON ST., BOSTON, MASS.

NOTARY PUBLIC NOTARY PUBLIC

NOTARY PUBLIC

Acknowledgments a Specialty
Appointments by Phone

Tel. B. B. 4330
Eve's, B. B. 1132-1

H. E. HEWITT

Hemenway Chambers News Stand, Back Bay, BOSTON

Laundry Agency All Newspapers Periodicals

PHOTO SUPPLIES

SPECIAL OFFER

OF

Framed Enlargements

One of these framed enlargements will make an acceptable Christmas or New Year's gift. Try a few of your best negatives and be convinced of the high quality of our work.

8½x8½ Black and White enlargement in 10x12 Frame .....85 Cents

8½x8½ Sepia enlargement in 10x12 Frame $1.00

The enlargements are made on Wellington English Bromide Paper and the frames are the best quality quartered oak, stained to harmonize with the print.

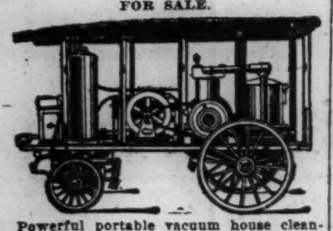
RALPH HARRIS & COMPANY

Cameras and Supplies

26-30 BROMFIELD STREET, - BOSTON

FOR SALE

FOR SALE.



Powerful portable vacuum house cleaning wagon. Good money earner. Have good reason for selling. Write for particulars and description. Will sell at a sacrifice to early buyer. JUSTUS J. DOOLITTLE, 244 Seymour ave., Utica, N. Y.

FOR SALE—A beautiful Men's Clothing, Furnishing and Hat Store situated in the college city of Berkeley, Cal. Home of the California University, a city of 38,000 people. Fine stock of college clothes, everything new. First-class location. Rent $75 month. Stock of about $7000. Will reduce the stock to suit purchaser. This is a snap, get busy. Inquire P. D. KIMBALL, 920 Broadway, Oakland, Cal.

FOR SALE—Private party would sell some very rare antique furniture at a sacrifice. Address B 597, Monitor Office.

BUSINESS NEEDS

BOSTON 1915 HELPS

Our newly inaugurated Publicity Department now at the disposal of our patrons. Merchants placing orders with us for Printing, Engraving and Lithographing have the free use of this service, practical help extended in originating and formulating plans for developing "business-getting" advertising literature. "Let us help you."

THE SPARRELL PRINT,
40 Winchester Street, Boston.
Telephone Tremont 435.

TRUNKS, BAGS, ETC.



$5.00

Russet Cowhide Heavy Frame English Lock Hand Sewed Edge

Corners all double riveted. Best Bag in Boston for the Price. 5.00 to 7.00 for sizes.

CUMMINGS & SONS TRUNK FACTORY
657 Atlantic Ave., near Essex St.

FOR SALE—CHICAGO

ONE OF THE FINEST HOMES IN CHICAGO—Best residence district. We can sell this place at a great bargain and make very easy terms. J. GRAFTON PARKER & CO., 100 Washington st.

SITUATIONS WANTED—MALE

I Desire Position as Asst. Adv. Mgr.

I have had several years' experience with corporation spending $75,000 yearly on advertising, and want a similar position with growing concern where the advertising end of the game is conducted on A1 business principles. If your advertising department is not on such a basis, I can put it there, but with your cooperation.

Am thoroughly familiar with the engraving business, and buy most of the paper stock for the advertising department, and have general supervision over mailing list of 150,000 names.

If you are looking for a young man who can assume entire charge of the detail end of the advertising department I would like to hear from you. R. WORK, care Monitor, 750 People's Gas bldg., Chicago.

EXPERIENCED SALESMAN of large trade acquaintance in United States, Canada and Europe desires connection Jan. 1, 1911, with manufacturer of meritorious article; best references and proof of sales for last five years; correspondence German, English, French. Address O. S., P. O. box 347, Hoboken, N. J.

ARTS

BOOK AND ART EXCHANGE

6 MADISON STREET
CHICAGO

A carefully selected stock of cards, gift books, mottoes, postals and sacred pictures. Personal inspection invited. Purchases by mail carefully attended to. We are glad to send some holiday gift books and cards, also a fine lesson marker on approval upon request. We will mail our catalogue to any addresses sent us.

NETTIE SPOOR HANAUER, CHICAGO
741 FINE ARTS BUILDING.

Exclusive china, water colors, leather craft; original designs or finished goods sent any distance; students taken.

ST. GEORGE'S GALLERY, 108, New Bond st., London, Eng.—Fairytale Pictures by Maxwell Armfield to open Nov. 16 for one month.

AGENCY WANTED

ENGINEER

With good connection among shipbuilders and engineers in Great Britain and Ireland is open for one or two good agencies. Apply J. B. ROBSON, 11, Queen Victoria st., LONDON, ENG.

AGENTS WANTED

Our Startling New

Inventions—Saxonia Spark Gas Lighter, cheaper than matches; Vacuum Cleaner, cheaper than brooms; Incandescent Kerosene Mantle Lamps, cheapest and best light known. Quick sales and large profits. U. S. A. LIGHTING CO., box 12, Springfield, Mass.

APARTMENTS TO LET APARTMENTS TO LET

J. W. COOK & SON CO.

Practical Movers of Piano-Fortes and Furniture

Piano-Fortes and Furniture Packed in the Best Manner for Transportation and Moved in and Out of the City.

OFFICE 2½ PARK SQ., BOSTON Telephone 1756 Oxford

TO LET

Beautiful New Suites

OF ONE, TWO AND THREE ROOMS, KITCHENETTE AND BATH IN

the "Parkdale" and in the "Lansdale"

Just completed, situated and numbered 132 and 186 Hemenway st., in the finest section of the Back Bay; these suites have all modern improvements, including, gas, electric, steam heat, continuous hot water and janitor service; rents reasonable. Apply at premises or phone MR. DAVIS, Rox. 933-1; Back Bay 652-J.

CAMBRIDGE — HEATED

BROMLEY COURT and BURTON HALLS.

Near the colleges, very modern, continuous hot water, fireplaces, telephones; nothing better in Cambridge.

GEORGE A. GILNS, 689 MASS. AVE., CAMBRIDGE.

HOTEL WESTLAND

Westland Ave., Cor. Massachusetts Ave.

New 2 and 3-room suites, with kitchenette and bath, steam heat, electric lights, hot water and elevator service. Apply to janitor or WILLIAMS & BANGS, 18 Tremont st.

The Gladstone

A carefully managed house of the first class with modest prices, superior cafe and every convenience. Housekeeping or non-housekeeping suites unfurnished or well-furnished for permanent or temporary guests. At 677 Dudley street, corner Magnolia and Alexander streets, the Gladstone is eight minutes from the foot and 16 from the head of Summer street. Illustrated booklets. J. D. HARDY, 10 High Street, junction Summer.

New---Brookline

APARTMENTS to let on Claflin rd, off Winthrop rd, 7 and 8 rooms, 3 large front rooms to each suite with a reception hall 12x16; finished in the latest and most artistic designs; splendid view; sun exposure; can be seen Sundays. A. C. CHISHOLM, builder, No. 1090 Beacon st; tel. con.

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PRINTING MARTIN A. FOUNTAIN ENGRAVING

HIGHEST GRADE ARTISTIC
33 DEARBORN STREET CHICAGO
CARDS WEDDING INVITATIONS

OFFICE SUPPLIES AT THE RIGHT PRICES

STATIONERS, PRINTERS, ENGRAVERS.
COLLINS & GOODMAN CO.
174 EAST MADISON ST., CHICAGO.
Phone Main 5298. WILLIAM J. GOODMAN, Secy.

BUSINESS NEEDS BUSINESS NEEDS

Dewey's "Simplofiller" Fountain Pen

So accessible. Claimed by every user the most perfect pen in use; no bad tricks of other makes



Sold on approval, 10 days trial. Most satisfactory Guarantee given. Prices $1.50 to $5.00. Art rooms and agents solicited.

Tel. 2989 Main. EDSON E. DEWEY, 50 Congress St., Boston

HOUSEHOLD NEEDS



OUR SPECIAL LIST

— OF —

HOLIDAY GIFTS

"Ideal" Square or Round Fireless Cookers, Angle Lamps, Gas Flat Heaters

"Beck-Iden" Acetylene Table Lamps, Driving Lamps, Auto Lamps Boat Lamps.

THE REFLECTOSCOPE

We are making a discount of from 10 to 25% on the regular prices on the above goods if bought before December 23, 1910.

SEND FOR CIRCULARS

Globe Gas Light Company

27 Union Street, Boston.

ADAMS & SWETT CO.
Established 1856.
CARPET CLEANING.
VACUUM CLEANING.
NAPHTHA CLEANSING.
130 Kemble Street, Roxbury
Telephone Rox. 1071 and 1299.
Price Lists and Estimates Furnished.

INDUSTRIAL EXCHANGE
Home-Made Delicacies

JAMS, JELLIES, PRESERVES, ETC.
Boston Baked Beans Every Day.
Cakes and Pies Made to Order.
101 West 128th Street, New York.

PICTURES WANTED

Church Pictures Wanted

Pictures of all Church and Society Buildings are wanted. Two photos, about 3½x5½, or card views, with address, etc., and copyright privileges. Send in sealed envelope to CHAS. S. HARRIS, care Ideal Book Builders, 402 Lakeside Bldg., Clark and Adams sts., Chicago, Ill.

ARCHITECTURAL POST CARDS

ARCHITECTURAL POST CARDS OF COLONIAL UNIVERSITY AND SUBURBAN DOORWAYS AND WINDOWS; SOMETHING NEW; 40 CENTS A SET, 16 IN SET; SEND 2c. STAMP FOR CIRCULAR. E. F. OBER, ROOM 602, 18 TREMONT ST., BOSTON.

MEN'S SPECIALTIES

THIN SAFETY RAZOR BLADES SHARPENED 2c WELLS NOV. CO., Riverton, N. J. We pay return post.

WINTER RESORTS

THE ALLISON.
St. Petersburg, Fla.—Rates $2 per day.
MRS. M. M. MILLS.

STENOGRAPHY.

E. F. Ober

Stenography and Multigraphing

Office Supplies

Room 602, 18 Tremont St., Boston

PUBLIC ACCOUNTANTS

WILLIAM FRANKLIN HALL
CERTIFIED PUBLIC ACCOUNTANT.
Books audited. Examinations and investigations conducted with the utmost care and efficiency.
53 STATE STREET
Exchange Building, Boston, Mass.

ARTESIAN WELLS



C. G. Smith began the Driven Well Business in 1870

ALL IN NEED of expert advice and estimates on anything in the Artesian or Driven Well line call on

C. G. Smith Artesian Well Co
93 HIGH St., BOSTON, MASS.
Tel. Main 2288.

PIANO TUNING

HOWARD L. KRANZ
(With N. E. Conservatory of Music),
PIANO AND PIPE ORGAN TUNING.
Telephone N. E. Conservatory, Boston, or address 227 Williams st., Providence (Angell 1644-L).

NOTICES

COMMONWEALTH OF MASSACHUSETTS, METROPOLITAN PARK COMMISSION, NOTICE.—Sealed proposals for furnishing tow boats to be used in breaking ice in the channels of the Charles River Basin will be received at the office of the Metropolitan Park Commission, 14 Beacon street, Boston, Mass., until 12 o'clock M. of Monday, November 28, 1910, at which time and place the bids will be publicly opened and read. The boats shall be not less than 70 feet long, 18 foot beam, and shall have engines of not less than 250 horse power. The price shall be quoted at a rate per hour, for not less than 8 hours' work on any one order, and the time shall be computed from the time the boat arrives at the entrance to the Charles River Dam Lock until it leaves the Lock to return to its wharf, with deductions for any delays from causes beyond the control of the Commission. During the time of employment the boats will be under the direction and subject to the orders of the Engineer of the Commission, or other duly authorized agents. The bidder will also be required to furnish evidence that he is able to substitute other boats of equal capacity in case of accident, either to the boat or machinery while in use. In case the machinery or boat breaks down, no compensation will be made for the time that the boat is unable to work. Boat must be sent to the work within 4 hours' notice of the time it is required by the Engineer of the Commission, or other duly authorized agents. In the employment of mechanics and laborers, on the work to be done under this contract, preference shall be given to citizens of the Commonwealth, and, if they cannot be had in sufficient numbers, then to citizens of the United States. (Chapter 311 of the Acts of 1904.) Neither the Contractor nor his agents or employees shall, either directly or indirectly, require as a condition of the employment of any person that the employee shall lodge, board or trade at any particular place or with a particular person, but every employee shall lodge, board or trade where and with whom he elects. (Revised Laws, chapter 106, section 13.) No laborer, workman or mechanic working within this Commonwealth in the employ of the contractor, sub-contractor or other person doing or contracting to do the whole or a part of the work contemplated by the contract shall be requested or required to work more than eight hours in any one calendar day. (Chapter 269 of the Acts of 1907.) The Commission reserves the right to reject any and all proposals or to accept the proposal deemed best for the Commonwealth. WILLIAM B. DE LAS CASAS, EDWIN U. CURTIS, DAVID N. SKILLINGS, ELLERTON P. WHITNEY, EVERETT C. BENTON, METROPOLITAN PARK COMMISSION. JOHN R. RABLIN, Engineer.

APARTMENTS TO LET APARTMENTS TO LET APARTMENTS TO LET

Live on Commonwealth Avenue

HOTEL PRINCETON

OPENS ABOUT DECEMBER FIRST

THE PRINCETON IS ONE OF THE MOST UP-TO-DATE FAMILY HOTELS IN BOSTON.

Suites of 1, 2, 3 rooms and bath; also suites of 4 and 5 rooms with two baths. Several suites also have buffets. Every possible improvement. Elevator service; vacuum cleaning; private telephone in every suite; cafe seating 100 persons, conducted on a la carte and American plans. Cuisine and service of the highest standard. Parties renting now may select interior decorations.

For further particulars and booklets apply to

CHARLES W. RANDALL at the Hotel 1277 Commonwealth Ave., or W. J. McDONALD, 95 Milk Street.

ROOMS

Miss McDonough

31 Newbury St.
BOSTON, MASS.

Best accommodations with board. Tourists accommodated. References required. Tel. Back Bay 1991-3.

Commonwealth Hotel, Inc.

Beacon Hill, Boston, Mass.

Rooms with hot water, shower baths, $6 to $8 per week; rooms private bath, $10 to $12; transient $1 per day and up; dining room a la carte.

Temperance Hotel

76 Gainsboro St.

Suite 4
BOSTON, MASS.

To let suite of 5 rooms and bath in exclusive Back Bay section or in single or double rooms; steam and continuous hot water; also fireplace.

86 Huntington Ave.

BOSTON, MASS.

Front suite of 2 large furnished rooms; private bath connected; private house; references required.

9 Newbury St.

BOSTON, MASS.

Near Public Garden. Lovely furnished rooms. Hot and cold water. Open fireplaces. Telephone.

BROOKLINE

78 Cypress St. and 2 Wellington terrace. Pleasant rooms with board. Convenient to steam and electric cars. Miss A. L. Woodward. Tel. 1199-1.

WANTED

First-class rooms and boarding places; city and suburbs. Call or write

Boston Renting Co.

173 TREMONT STREET,
BOSTON, MASS.

313 Huntington Avenue

SUITE 4
BOSTON, MASS.

Neatly furnished front room; elevator; steam heat; also side room.

248 Newbury St.

BOSTON, MASS.

First-class rooms with board. Under new management.

ARLINGTON—TO LET—Large sunny chamber, steam heat, spring water, with or without kitchenette privileges. 795 Mass. ave. Tel. 339-1.

BROOKLINE HILLS, 272 Walnut st.—Large sunny rooms and board, in separate house; near steam and electrics.

NEWBURY ST., 5, Boston—Nicely furnished sunny rooms, hot and cold water; also side rooms; exclusive residential section.

HUNTINGTON AVE., 100, suite 4, opp. Mechanics bldg.—Pleasant, large, front room, nicely furnished. Piano.

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TO LET

CONCORD, MASS.

Furnished house for the winter; convenient location; every room bright; furnace heat; open fireplaces, electric lights, etc. Apply at THE COLONIAL INN, Concord, Mass.

Farwell Chambers

19 Pleasant Street,
CAMBRIDGE, MASS.

Near City Hall; vacant Dec. 1, 2 heated apartments, 4 rooms and bath each, $30 and $33.33 per month on yearly lease. 15 minutes to Scollay sq. or Park st. Apply to janitor or

Arthur R. Henderson

Over Postoffice,
Harvard Square.

ROOMS

12 BATAVIA ST.

BOSTON :: MASS.

Large sunny room, second floor, 2 closets; small rooms also. Telephone 3306R, Back Bay.

76 St. Stephen St.

BOSTON, MASS.

One large pleasant room suitable for two; also 1 small room on same floor.

Mrs. H. Hildreth

186 St. Botolph St.
BOSTON, MASS.

Newly furnished rooms in private boarding house; some with hot and cold water; references exchanged. Permanent or transient.

16 St. James Ave.

BOSTON, MASS.

Large square sunny room, with board. Telephone, 1735-3 Back Bay.

20-22 St. James Ave

BOSTON, MASS.

Sunny front room. Also side rooms, with excellent board. Steam heat. References exchanged.

195 St. Botolph St.

BOSTON, MASS.

Sunny front parlor. Steam heat. Gas. Private family, 4 adults. Home comforts. Call after 4:30, MRS. POORE.

I. M. COOK

205 Huntington Ave. Boston

Second door from Norway street—Nicely furnished 2, 3 and 6-room apartments; also single rooms; tel. connection.

39 ST. BOTOLPH ST.

Back Bay, Boston, Mass.

Large sunny room; will accommodate two; 4 minutes from Back Bay station.

TOURISTS ACCOMMODATED.

BOARD & ROOM WANTED—CHICAGO

WANTED—Board and Room

By young man; prefer North Side, but would not object to other parts of the city. In answering please state particulars fully, as to price, location, whether private family or boarding house. H. G., Monitor, 750 People's Gas Bldg., Chicago.

ROOMS—NEW YORK

The Conneaut

371 Central Park West, Corner 97th St.

NEW YORK

Single and double rooms, suites. Transients. Table Board.

Dining room top floor.

Elevator service.

A. K. DICK

Tourists Accommodated

Miss J. E. RANKIN

27 West 93d St.

NEW YORK

31st St., 39 East

(Near Madison Avenue)

NEW YORK

Rooms single or en suite. Meals optional. Homelike accommodations.

MRS. D. B. TUTHILL

DESIRABLE

NEWLY FURNISHED ROOMS

IN GOOD LOCALITY.
MRS. MAUDE TURNER,
163 EAST 36TH ST.,
NEW YORK.

ROOMS—ENGLAND.

SEACOTE

MADEIRA ROAD
VENTNOR
Isle of Wight, Eng.

Board, Residence
Mrs. UPTON

APARTMENTS TO LET—ENGLAND.

Mrs. Henry Long

8, Devonshire Terrace
VENTNOR,
Isle of Wight, Eng.

Furnished Apartments

GOOD SEA VIEW AND TENNIS LAWN

For the Women Folks ❁ Leading Hotels

WOMEN'S SPECIALTIES WOMEN'S SPECIALTIES

To the Readers of THE Christian Science Monitor:

¶In this, our first appearance to the readers of the Monitor, we deem it fitting to state several reasons why you should buy *your pianos* at our *house* in *Boston*.

¶As buying a *piano* is, like buying a *house*, to most people, the event of a *lifetime*, the *utmost care* should be taken to satisfy yourself on the following *important points*, to which we point with pride:

1—Our 40 years established.
2—Our carrying standard makes only.
3—Our liberal, easy payments.
4—Our special low prices—due to low expenses.
5—Our one price to all.
6—Our courteous treatment—whether you buy or not.
7—Our reputation for Square Dealing.

H. W. BERRY

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ESTABLISHED 1870. (OPP. HOTEL TOURAINE.) UP ONE FLIGHT

W. J. MERRILL, Mgr.



CHOICE CHRISTMAS GIFTS

Specialty of Hand Carved Frames

Choice Christmas Cards, Booklets, Calendars. Artistic framing done at short notice.

KABATZNICK'S ART AND GIFT SHOP

484 BOYLSTON St.

opp. Technology.

Tel. B. B. 4749



Lundin Gymnasium and Baths

FORMERLY

ALLEN GYMNASIUM

42 and 44 ST. BOTOLPH STREET, BOSTON

Women and children have many advantages at their option in this establishment not to be had elsewhere, and the entire course of instruction can be taken either in clubs or private lessons. None but expert women teachers employed. Dancing, fencing, games and swimming taught.

GYMNASTICS		DANCING CLASS	
3 mos. term (2 a week)	$6.00	Two a week	$3.00 a month
6 mos. term (2 a week)	10.00	FENCING IN CLASS	
9 mos. term (2 a week)	13.00	Two a week	$6.00 a month
12 mos. term (2 a week)	15.00	TENNIS, 75 cents a lesson.	

All Private Lessons $1.50

Gymnasium with all the latest, up-to date apparatus open at all hours for private lessons. Swimming Pool and Baths open day and evening. Send in your names now for enrolment. Write for booklet, or telephone 2572 Back Bay.

ADOLPH S. LUNDIN, PROP.

QUALITY CANDY. DELICIOUS CANDY.



Martha Washington's Fresh Candies

Clean, Pure. Made from personally selected materials to please the most fastidious. Not factory-made candy, where results are sacrificed because of high running expenses, but the result of 20 years' experience.

No fancy boxes, pictures, ribbons, etc. Its appeal to you is in its especial goodness. Just candy with a reputation and a quality

Try a box of the Butter Creams, plain or with nuts, both of which excel in richness and fine flavor. A postal brings it in Greater Boston.

Only fifty cents (50c.) a pound for what is usually offered at 80c. and $1.00. Carefully packed in neat, plain packages. Cost of delivery by U. S. mail, 1c. an ounce; by express, 25c. each 2 pounds.

THE MARTHA WASHINGTON CANDY SHOP,

1190 Massachusetts Ave. Cambridge, Mass.

M. A. GURNEY

HATS 367 BOYLSTON ST., Room 305 TOQUES

Special attention given to orders.

CHILDREN'S SPECIALTIES. CHILDREN'S SPECIALTIES.



Moving Picture Animals
Moving Picture Circus
Moving Picture Dollies
Moving Picture Teddies

The most entertaining books ever invented for children. Moving picture combinations of 120 different pictures in each book. Clever verses with excellent pictures in brilliant colors.

Size 6½x11 inches—Postpaid each 25 cents.



Patented in the United States and Great Britain

Combination Drawing and Painting Book and box of excellent paints or crayons, ingeniously joined together. Every child will be delighted with these Useful Novelty Toy Books. Instructive as well as Highly Entertaining.

24 full page color plates. Heavy boards, cloth back, handsome gilt covers. Size 7¾x10½ in., 160 pages. Retail price $1.00. Sent postpaid.

BEST LINE of Drawing and Painting Books. Postpaid 7c, 14c, 20c, 30c, 75c and $1. Largest and best for the money.

IDEAL BOOK BUILDERS, Publishers, 402 Lakeside Building

ADAMS AND CHARLES STREETS.

CHICAGO

WOMEN'S SPECIALTIES WOMEN'S SPECIALTIES

WALSH

276 Boylston Street

ATTRACTIVE NEW MODELS — IN — *Fur Hats* *Evening Hats* *Opera Caps* — AND — *Ornaments*

Home-Made Undermuslins

for Christmas Presents

The absence of cheap decorations supplied by a neatness of fit and perfection of material and workmanship. Full line of Gowns, Princess Slips, Combination Corset Cover and Skirt, Corset Cover and Drawers. Timely combinations, Closed Drawer Combinations.

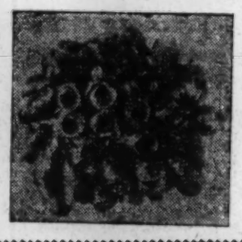
FLANNELETTE GOWNS, Our Own Make, 1.00, 1.25, 1.50, 1.75, 2.00 and 2.50

Very special, made of finest Scotch flannels, $5.00.

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52 WINTER STREET, BOSTON, MASS.

THE NEWEST COIFFURES



Consisting of Aeroplane, Chantelier, Puff Curls, Chignon Curls, Puffs, Pompadours and Transformations, are to be found at their best in this establishment.

In addition to this line of goods, Mrs. MacHale manufactures the finest cleansing creams for toilet use. Special attention given to mail orders.

HAIRDRESSING, MANICURING, SHAMPOOING AND PEDICURE.

During the Christmas season unique and inexpensive gifts will be displayed.

Mrs. MacHALE

420 BOYLSTON ST., BOSTON.

B. JENNIE WORTLEY

Evening Gowns, Waists and Dresses

Telephone B. B. 3602-2. 29 Gainsboro St., Suite 2, BOSTON, MASS.

ANNIVERSARY EDITION, NO. 237

Telephone 4842M. B. B.

Miss Bertha C. Olson

Gowns :: :: Evening Wraps

250 HUNTINGTON AVE., BOSTON, MASS.

MME. WELDEN

CORSETIERE

Models for all figures and accessories for figure building. Undermuslins made to measure.

135 TREMONT ST.

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FOR OUR

CATALOG "M"

A WORK OF ART IN COLORS.

Showing about 1800 articles in SOLID GOLD and SILVER from 50c, 75c, $1.00, $1.50, $2.00 up. ESPECIALLY interesting to Monitor readers. A moment and a postal card is all it costs.

We send our goods anywhere in the United States at

Our Expense and Risk

Money refunded if not suited.

Order catalog and Xmas gifts NOW from

Mulford Jewelry Co.

MEMPHIS, TENN.

FINE Tortoise Shell AND Ivory Goods

Manufacturers, Retailers and Repairers



N. C. WHITAKER & CO.

7 Temple Pl., Rooms 22 and 23

Telephone 2615-3 Oxford. Elevator.

$5 Maxwell's Hat Shop

LADIES' HATTER, 59 Temple Pl., Boston

LADY OF TRUST solicits orders for Christmas shopping; will call at residence; references. N 500, Monitor Office.

PILLOW SHOES

FOR WOMEN'S WEAR.

Absolute comfort. No breaking in required. Soft, Flexible, Durable, Stylish. Genuine Vici Kid. No lining to wrinkle. They fit the foot with the easy feel of a glove. Price includes RUBBER HEELS. Satisfaction guaranteed. Write for free catalogue and self measurement blank. Sent by mail anywhere in U. S. or its possessions.



3.25 Postpaid in U. S.

PILLOW SHOE CO.

Dept. E, 184 Summer St., Boston, Mass.

THE LITTLE FUR SHOP

(I. N. Barentz & Co. Est 1893.)

FURS

Now is the time to have furs made to order or Repaired. Remodelled or Redyed by experts at summer prices. Satisfaction guaranteed. If you intend buying a Fur Coat, scarf, muff or Set for this season, call NOW and take advantage of our

WHOLESALE SAMPLE SALE

Complete stock of dependable furs at a big saving. Old furs accepted in part payment.

Muffs Relined Only $1.00

TELEPHONE 41 WEST ST. Ask for Oxford 1085-2 6th Floor.

MacLEOD

Maker of Artistic Gowns

B. B. 2055-2

Telephone me for my attractive circular and rates.

PARTY FAVORS. Holiday Novelties, new, imported, at retail; special prices; also church and society fair demonstrations furnished. F. E. HILL, 48 Winter st., Boston.

MADAME CONNER, 437 Boylston st., specializes in remodeling and repairing house and evening gowns.

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Commonwealth Hotel, Inc.

Beacon Hill, Opp. State House

BOSTON, MASS.

75c PER PLATE THANKSGIVING 75c

DINNER

11:30 A. M. to 8:30 P. M.

Best Dinner for the money. Best and most quiet hostelry. Best and most perfect service.

"Strictly Temperance Hotel."

Convenient to Reach from All Parts of the City.

Telephone Lincoln 587.

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HIGH CLASS FAMILY AND TRANSIENT HOTEL

Clark and Center Streets

Opposite Main Entrance, Lincoln Park, 15 minutes' ride to down town district.

CHICAGO

C. F. WELSHANS, Prop.

The Elliott Hall

LITTLETON, N. H.

OPEN THE YEAR ROUND.

Tourists, Traveling Salesmen, Automobile or Snow-Shoe parties cared for.

A first-class place for permanent winter guests. Hot water heat. Fireplaces. Electric Lights. Private Baths. Splendid table. Improved winter train service.

MRS. SETH ELLIOTT

WOMEN'S SPECIALTIES

Misses' and Children's Capes



Made from fine quality, sateen lined, with pure rubber in navy and crimson, with lined hoods. A thoroughly waterproof, durable and attractive garment, 26 to 46 inches long.

Price $3.75

Also fine quality Sateen, Gingham Lined Hoods..... 3.00

Fine India Stripes..... 1.75

Boys' Rubber Coats



In black rubber. The finest quality procurable. Sizes 4 to 16 years; made on sheeting, $2.75

Made on Tan Jean, $3.50

Tan Rubber, $4.00

Bailey's Rubber Store

22 BOYLSTON ST., BOSTON

Sanitary Hair Puffer

WAVER, CURLER



Makes puffs on the head; natural; with your own hair. Formed over roller. Clasp applied roller removed leaving light wire clasp invisible inside each puff. Roller with six clasps, postpaid, 25c set.

F. E. HILL, 48 Winter St., Boston, Mass

AXILLARY DEODORIZER Positively prevents odor of perspiration. Sold in Boston by Julia Delaney, 2 Park sq., or Amelia and Elizabeth Corbett, 420 Boylston st. Sold in New York by Mrs. A. Rauber, 36 W. 33rd st. Sold in Chicago by Bertha Farquahr, 838 Marshall Field bldg. Or by mail, postage prepaid, in 25 and 50-cent boxes by L. G. SLOAT, 837 Marshall Field bldg., Chicago, Ill.

RENOVATING OF BEAVER HATS. CALL FOR OUR PRICES.

MacCAULEY HAT CO.

Satisfaction guaranteed.

34 PROVINCE ST., opp. Bosworth St. Phone Main 5712-3.

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109 Columbia St. and 503 Third Avenue SEATTLE, WASH.

Barakian's Ideal Cafe

189 Massachusetts Ave., Boston.

One Minute from Norway St.

Our food—Choicest that the market affords. Our Service—Speaks for itself.

Cleanliness our motto. Special Discount Tickets.

The Gateway Cafe

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MRS. S. A. SHURTLEFF, Prop.

Formerly of Dorchester.

Home Cooking a Specialty—Meals Served from 6:30 A. M. to 8 P. M.

HOTELS HOTELS

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RIVERBANK COURT, Cambridge End of Harvard Bridge.

Hotel situated on the boulevard along the banks of the Charles River, on the Cambridge side, and its location is one of the finest in the world. It contains 135 suites of one, two and three rooms each, all with bath. The Cafe, with seating capacity of 250, is maintained on the European plan. A large assembly hall, or Dutch room, can be engaged for banquets, dinner dances, musicales or dances.

WILLIAM W. DAVIS, Manager. RIVERBANK COURT HOTEL CO.

HOTEL BARTOL

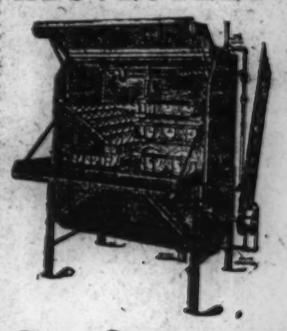
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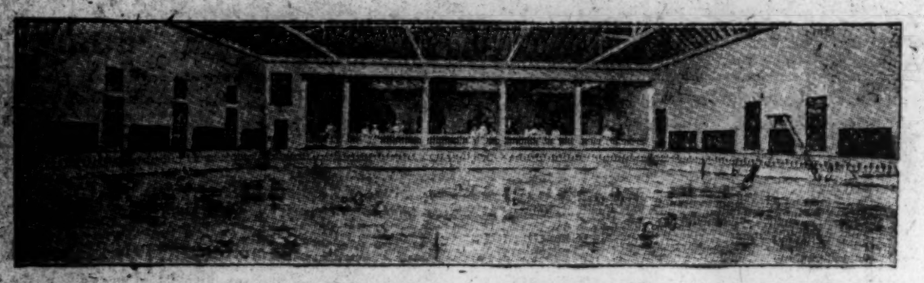
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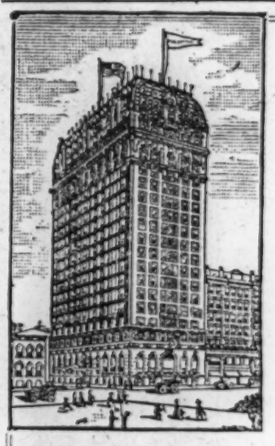
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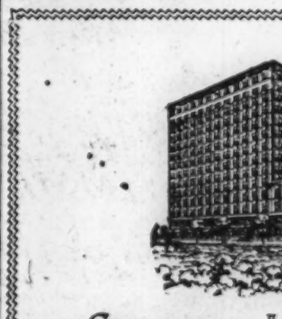
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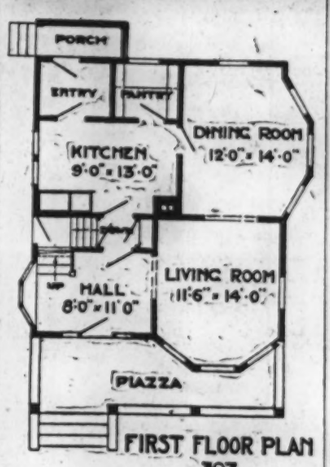
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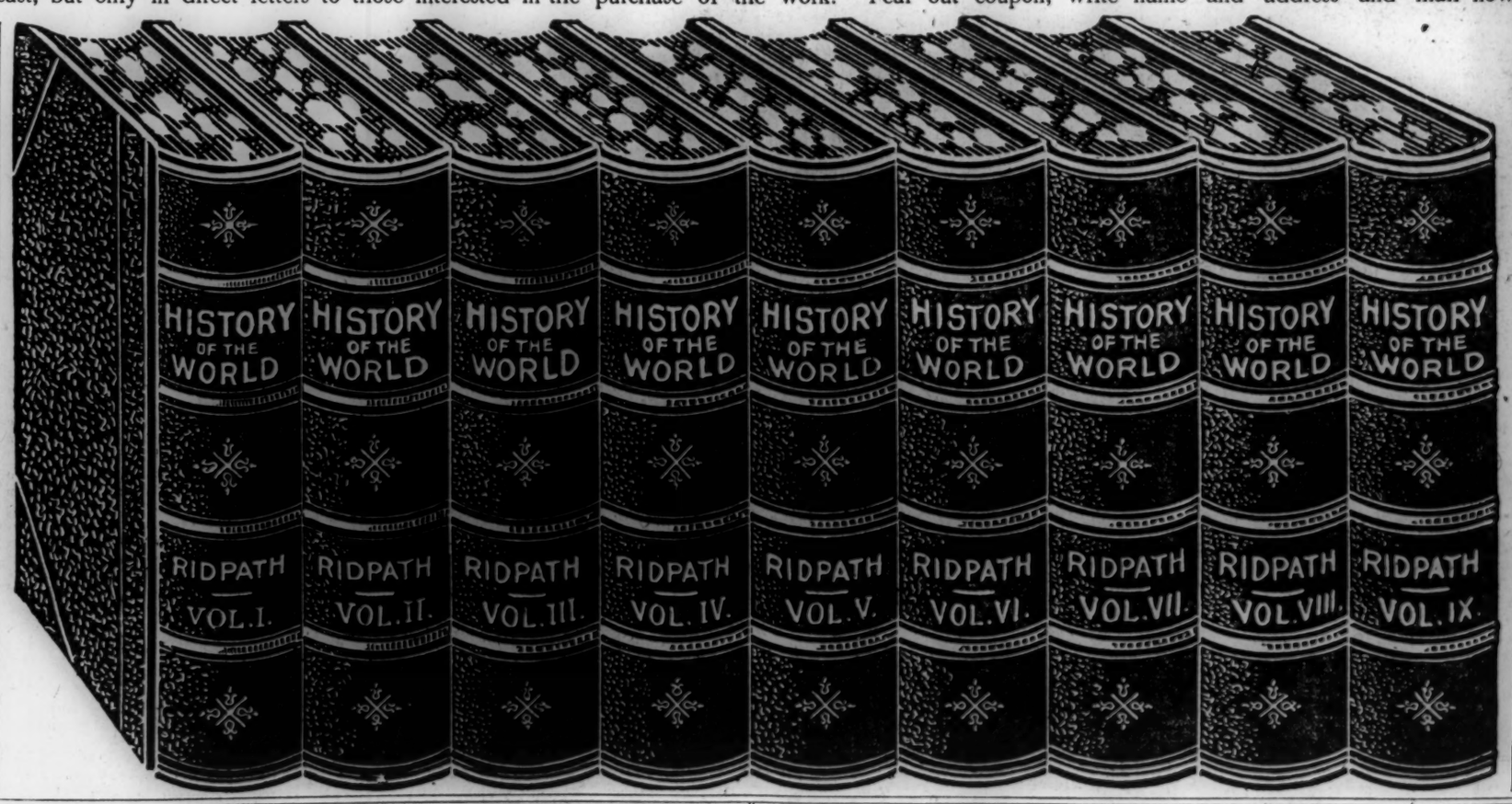
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Annihilating Space

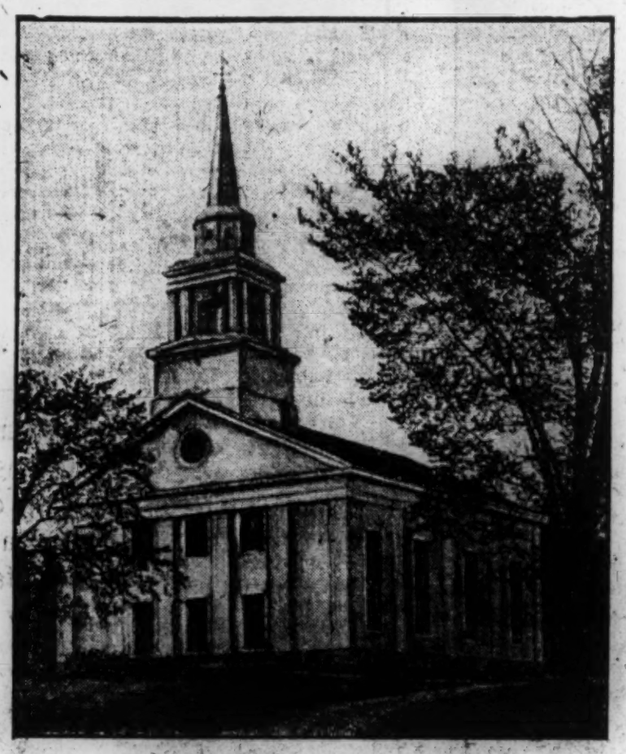
A GAME of chess by wireless telegraphy was carried on a few days ago in the South Atlantic ocean, between an Austrian nobleman, Count Kolowrat, and a German army officer, Captain von Frankenberg, who was on his way to join the colonial troops in German Southwest Africa. Count Kolowrat, who was on the Austrian steamship Francesca, bound from Trieste to Montevideo, found that there was no one on board with whom he could play chess, and conceived the idea of finding an opponent on board some other vessel within the range of the ship's wireless apparatus. He requested the wireless operator to query any passing ship, and soon got into communication with the German steamship Elenora Woermann, bound from Bremen to Swakopmund. Captain von Frankenberg, on board this vessel, accepted the challenge, and after the preliminaries had been settled the game was started. To insure accuracy each move was repeated twice. The game began at 2 o'clock in the afternoon, and was continued till 6 in the evening, after which there was an interval of two hours, when play was resumed, and continued until the game was decided, shortly before midnight. It was a game of 43 moves and Count Kolowrat was the victor. While the game was proceeding the distance between the two steamships varied from 175 to 250 miles. —London Standard.

To be a husbandman is but a retreat from the city, to be a philosopher, from the world, as it is man's; into the world, as it is God's.—Cowley.

Some high or humble enterprise of good
Contemplate, till it shall possess thy mind,
Become thy study, rest and food,
And kindle in thy breast a flame refined;
Pray Heaven for firmness thy whole soul to bind
To this thy purpose, to begin, pursue,
With thoughts all fixed, and feelings purely kind;
Strength to complete and with delight review,
And grace to give the praise where all the praise is due.
—Mrs. Sigourney.

THE SECOND SETTLEMENT BY THE PLYMOUTH PILGRIMS

Captain Standish's Hill, King Caesar and the Duxbury Bridge.



THE FIRST PARISH CHURCH, DUXBURY.
Stands on the site of a previous edifice, the first church having, however, been near Captain's hill. This building was erected in 1840.

DURING their first few years of hardship and dangers the Plymouth Pilgrims were only too glad to band closely together for comfort and protection. Then came a time when perhaps the less devout among them began to feel restless under the somewhat rigorous rule of the Pilgrim fathers. At any rate certain of the colonists, with Capt. Myles Standish at their head, began going across the bay to the lands opposite for their summers, returning to the settlement for the winter. The place was at first called Mattakeeset, but was afterward named "Duxburrow," after Duxbury hall, the seat of the Standish family in England—for it is to be remembered that Captain Standish was perhaps the only one of the original Mayflower folk who came of folk of high degree. The town was incorporated at last in 1637.

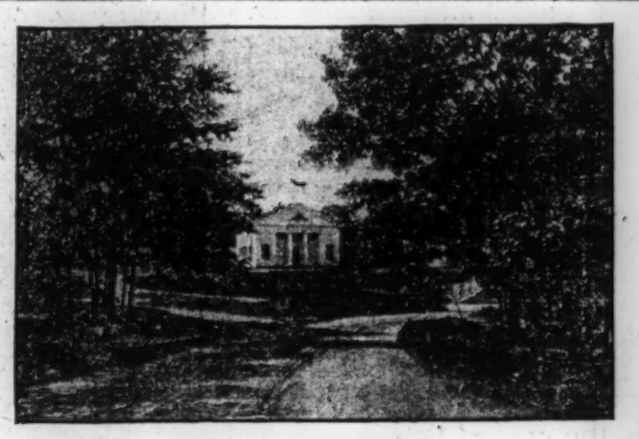
The first Duxbury settlement was made at the foot of Captain's hill, as it began to be called, on the peninsula known as the Nook. On this hill today stands the tall circular shaft of granite set there in 1872 as a memorial to Myles Standish. Each of the New England states sent a block of native granite to this, which bears the state name cut therein. The monument is 110 feet high and has a figure of the warrior Pilgrim on top. He stands with hand of welcome stretched to the east, receiving the comers from the old world. The site of his house is still shown, and the steep bluff off which his boat was moored, though now the marshes have built out at that point.

The Bradford manuscript speaks of the hill as a bold eminence. It is about 180 feet high and has a broad outlook on Kingston, Plymouth and Duxbury bays, with the pleasant open face of a peculiarly beautiful country and the green flourishing woods. The Standish home under the lee of the hill was built by Myles Standish's son, the date being 1666.

Old deeds are still preserved which show Captain Standish's signature assigning lands in the Duxbury region to settlers. Elder Brewster and John Alden are the next most famous two of the early Duxbury folk. Mrs. Livermore in her autobiography tells of her teaching days among the Duxbury young people, about 1850, and remarks especially the high degree of culture and refinement that she found in the town. Duxbury has been the home of many people of note, carrying on the traditions of the founders for sterling worth and ability. It still ranks as a summer place of especially "select" character, famous for natural beauty and historical interest.



MYLES STANDISH MONUMENT. DUXBURY.
Stands on Captain's hill near where Standish headed a group of settlers, beginning in the summer of 1620.



TOWN HALL, DUXBURY.
Standing in the woods, on approach it reminds one of an ancient Greek temple.

Captain Standish's service to the colonists was great in all their controversy with the Indians as well as in settling disputes among themselves. When Canonicus sent Governor Bradford a declaration of war in the shape of a bundle of arrows tied round with a rattlesnake skin, it was perhaps at Standish's instance that the skin was sent back stuffed full of powder and shot. The respect of the whole community for the captain is intimated in Longfellow's poem. He perhaps was not himself a Pilgrim for conscience's sake, but he served the cause of the colonists with fidelity.

An amusing story of some of Duxbury's later doings is told of the building of the first bridge across the Bluefish river. Ezra Weston lived on Powder point, and was known as King Caesar, from his autocratic ways. He wanted a bridge to connect him more directly with the mainland. After some controversy the bridge was built in 1803, but the opposition secured the proviso that it should be made with a draw. Now, no vessel ever did wish to pass up the channel beyond that point, but some day some ship might wish to, and hence the draw had to be added. When all was done there was a day of rejoicing. The militia turned out in full array and the townsfolk moved in a grand procession down the street to the bridge. Over the bridge had been set an elaborate wooden arch with a big spread eagle, also in wood. The legend inscribed on this festival arch was the famous shibboleth of Jefferson: "Peace, friendship and commerce with all nations; entangling alliances with none."

The Duxbury good folk perhaps took themselves and their world relationships as seriously as when the great captain had paced the crown of his hill scanning the horizon for the English company's vessels.

Just as the procession on this festal day reached the new bridge, however, there hove in sight, exactly timed, a big flat mud scow, impressed for the occasion by some of the opposition. It was piled high with hay, which had the right of way up the stream past the drawbridge. And so the procession had to wait while the triumphant opposition hurrahed for the royal load of hay.

Line Upon Line

THAT the world wants to be better and is willing to try to be is proved by the presence in many of the best daily papers not only of sermons but also of short talks of helpful character, usually written by women. Some of these talks are sufficiently crude, others have a wholesome character, though they all aim to help young people, more especially young women, to think higher, to live by a more unselfish ideal or to avoid even the appearance of evil by better heeding the proprieties. Here is exhortation to cheerfulness and obliging readiness to young business women: there is a reminder of the courtesy which is so sweet from youth to the elders; or a warning against the hasty temper or against malicious gossip or frivolous spending of time and money. These things are not printed except that the people like them; and one has all best wishes for the Ruth Camerons of the daily press who are holding up a standard of happy and considerate conduct of life to the youth of the country.

A Clear Perception

The Kansas editor who says, "Anything that is expensive looks good on a hat," has, for a mere man who lives 5000 miles from Paris, an unusually clear perception of the principles underlying the milliner's business.—Youth's Companion.

So here hath been dawning
Another blue Day:
Think will thou let it
Slip useless away?

Out of Eternity
This new Day is born
Into Eternity,
At night, will return.

Behold it aforetime
No eye ever did:
So soon it forever
From all eyes is hid.

Here hath been dawning
Another blue Day
Think, will thou let it
Slip useless away?
—Thomas Carlyle.

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"THE SACRIFICE OF THANKSGIVING"

EVERY man shall give as he is able, according to the blessing of the Lord thy God which He hath given thee." And it is truly in proportion to our knowledge of the blessing of God that we are able and ready to give, to pour out to the service of mankind whatever we may—time, money, love—that will help bring them, too, to Him. This is our reasonable service, the true giving of thanks to Him. Indeed such thanksgiving and giving to the needy are inseparable. If we have received of God, we shall, we must, give to others. Christian Scientists know that it was out of her own deep experience of the blessing of God that Mrs. Eddy was impelled to share this blessing, until—with what sacrifice!—she gave to the world Christian Science, for which her followers all over the world today thank God.

The American Thanksgiving festival is historically quite unique. It was first held among the Pilgrims at Plymouth in simple spontaneous recognition of what God had done for them, and it was in spirit, we may be sure, very like the festivals of the Israelites, when they were led by God through the wilderness even as these high-hearted English men and women felt that they were led. The modern world would hardly see much to be thankful for on the part of that handful of exiles in the Plymouth woods; but the blessing of God was there.

In the thanksgiving among the Israelites the idea of sacrifice came first, and indeed true thanksgiving must always imply sacrifice. A rather caustic phrase in a popular magazine has it that gratitude is the nothing which we pay for something. The saying will bear being taken home to every one's innermost self and there pondered. Real gratitude means always an offering of some good thing somewhere in return for what has been done for us. The idea which we usually connect with sacrifice need not be there, as indeed the very word sacrifice really means to make holy. But the idea of offering must prevail else our gratitude is an empty emotion. When we are truly grateful for what has been done for us the offering is made joyfully. We are grateful all over again for the privilege of making it. We often thank a friend in our hearts for accepting the little return we can make for some great benefit.

There is nothing sweeter to one who loves than this opportunity of bearing or enduring or of self-denial for the sake of the beloved. Why? Because love is really there and is the sufficient joy in itself. Then he who makes a sacrifice of something that once would have seemed precious is merely saying to the loved one, "This is nothing to me now that I have the treasure of love." Surely it was with some such meaning as this that Moses taught his people how to sacrifice to the Lord with thanksgiving, as a sign of their joy in Him, their abounding delight in learning divine Love.

Gratitude is the flower of love, but the fruit of love is the deed. We love because He first loved us, and we love all who have done great things for us in proportion as these things have brought us nearer to God, the giver of all good and all joy. This responsive love blooms in the heart, and its fragrance would carry abroad the joyful news of some deep experience of spiritual good; but even as the grateful perfume which rose from Mary's alabaster box told of the offering she had made there—the sacrifice of those things perhaps that pertained to her old life of vanity and frivolity and sin—so when love has bloomed with a fragrance that fills the world for us, there must follow the fruits of love.

Then it behooves those who take that sweet word of gratefulness on their lips to ask, What sacrifice of thanksgiving have I offered here? What have I surrendered of material comforts, of sensuous pleasantnesses, what overcoming of my own selfish purposes and desires have I made in payment of the great debt? What have I done? One would say that the very least one can do in repayment for benefits is to make sacrifice of material things. The Pilgrim fathers gave up home and friends, even mortal life itself, in their sacrifice of thanksgiving to God for having revealed Himself to them. For it was because they loved their ideal of God, the new light and understanding of Him, more than personal ease and pleasure that the Pilgrims set forth. The sacrifice was made, but we may be sure it was made joyfully. It could have been with no cold heart of grudging, loath to make the high choice, that this company of faithful souls set sail across those bitter unknown seas. The sacrifice of our all, the making holy of all we have and are to God's service, this may follow the earlier offering of merely material things. When we have reached this place then we may look for the fulfilment of the promise made in these words: "Whosoever layeth his earthly all on the altar of divine Science, drinketh of Christ's cup now, and is endued with the spirit and power of Christian healing" (Science and Health with Key to the Scriptures, by Mary Baker Eddy, p. 55).

Nothing can be greater than this promise. Here is not only the blessedness of drinking Christ's cup, the wine of which, we are told, was "the inspiration of Love" (Science and Health, p. 25), but besides this heavenly joy comes the unspeakable human happiness of bearing comfort and healing to the sufferers of earth. Those who come to Science for healing sometimes wonder that one who has this supreme great gift of the healing Christ with him can ask for any material return from those he helps. No one can know better than the practicing Scientist that his real reward is in this wine of Love divine; but he also knows that those who make no return for what is done for them receive little. Sacrifice must often precede thanksgiving. It has been proved in many instances and conditions that those who are most ready to sacrifice material things to gain the knowledge of God are those who advance fastest toward the supreme joy of "learning love."

But the great sacrifice of thanksgiving which God requires of every man is the "sacrifice of righteousness." To be righteous seems sometimes to human sense to mean the sacrifice of what appears to be pleasant. But never yet did any man truly withstand a temptation for the sake of the ideal good who was not amply rewarded in what is better than earth can ever give. We may not always rise at once to the reward for this sacrifice. We may sometimes have to wait for the festal joy; but still on earth he who steadily makes the sacrifices of righteousness at last finds his place at the feast of thanksgiving.

Children's Department

Reasonable Question

The boy and his father were at the zoo. The elder sought to teach the lad some natural history. Pausing before a pen, he said, "This animal with one hump is a dromedary, and is about 14 years old."

"How old does it have to get," questioned the son, "before it gets two humps, like that one over there?"—New Haven Times Leader.

PICTURE PUZZLE



What position on a football team?

ANSWER TO YESTERDAY'S PICTURE PUZZLE.

Sleep.

Vegetable Jewels

On the shores of the Adriatic and Baltic seas, at the north of the map of Europe, for many centuries people have gathered a curious kind of precious stone, as it was called, to which they gave the name of amber. The pieces were thrown up out of the seas and were hard, could be highly polished like stone, yet no one knew exactly what they were. Amber often was found with bits of fern, moss, flowers and tiny insects imprisoned in it. It has a fragrance of its own, besides. Nowadays it is known that amber is not a stone at all but bits of fossilized resin from pine of a sort not known in our day, which has been named amber pine.

In past ages there were forests of this amber pine growing in what is now the bed of the Baltic sea. These forests were long ago sunk under the ocean and there changed gradually to stone, and now from the depths of these waters is thrown up the gum of trees which no men on earth ever saw. Coal, too, is really a "dusky diamond" of the same kind as the amber gum or resin; since it is the vegetation of vanished forests turned into a mineral.

In this world the one thing supremely worth having is the opportunity to do worthily a piece of work the doing of which is of vital consequence to the welfare of mankind.—Roosevelt.

HE IS WORTHY OF HONOR WHO WILLETH THE GOOD OF EVERY MAN—CICERO.

Church Unity in a Vermont Village

A VERY interesting account is given in Suburban Life for November of real church unity which has been achieved in the village of Proctor, Vt. Here there had been no church, only a chapel, in which Sunday school services for Protestants had been held. When it was burned there was some talk of separation among the attendance, into a Methodist and a Congregational church. But as there had always been harmonious work among these people they decided to attempt a real union church.

The edifice is a charming building of marble, valued at $35,000, and a parish house is to be built. The first two pastors were Methodists, the other two Congregationalists, but as the writer, Rev. F. E. Davison, remarks, there is of course no place here for a minister who wished to build up a sect. The work of these pastors has been rather to evangelize the community. The change in pastors came about through the preachers themselves, not because of any dissatisfaction in the congregation. The Rev. F. W. Raymond is the present pastor.

Mr. Davison says: "The church policy is independent and undenominational."

The financial organization is an incorporated body, whose membership includes some who are not members of the church. The regular business of the society is done through a board of six stewards, perpetuating a title and an office peculiar to Methodism. Thus there is a perfect blending of Methodist and Congregational methods in the governing board. The church is entirely out of debt.

Proctor is a cosmopolitan village, and there is, in consequence, a gathering of nationalities like that in Jerusalem on the day of Pentecost. These people come from the uttermost parts of the earth, and that they are influenced by this model church is seen in the fact that in the membership are to be found English, Welsh, Manxmen, Hungarians, Swedes, Germans and Spanish, besides native-born Americans. Yet they live together in unity. The Sunday school enrolls, besides those already mentioned, Italians, Poles and Finlanders; and the parish includes, with this heterogeneous aggregation, Norwegians, Bohemians and doubtless other nationalities.

Sectism, denominationalism and creeds do not bother this church. They are so inextricably mingled that party names have disappeared from their vocabulary. In the membership of the church are to be found those who were trained in a dozen different denominations.

Why?

"Why do you weep over the sorrows of people in whom you have no interest when you go to the theater?" asked the man.

"I don't know," replied the woman. "Why do you cheer wildly when a man with whom you are not acquainted slides to second base?"—Montreal Star.

Science and Health

With Key to the Scriptures

The text book of Christian Science

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Mary Baker Eddy

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Wednesday, November 23, 1910.

The Christian Science Monitor

Two years have elapsed since The Christian Science Monitor was first issued. Many thousands of readers more than it could claim when passing its first milestone a year ago are now qualified to bear testimony to its efficiency as a collector and disseminator of useful intelligence. Within the twelve months just past it has broadened its scope, widened its field, increased its clientage, multiplied its facilities. As its opportunities have been enlarged its ability to meet and to profit by them has been developed. Aspiring to the loftiest achievements in journalism, its standards have necessarily been exacting; but we believe it will be as satisfying to the hundreds of thousands interested in the progress of this newspaper as it is to those directly concerned in its management that these standards have been maintained, and that The Monitor's steps have been forward and toward ascending ideals.

It might be recounted here that the position to which The Monitor has attained within two years is without a parallel in the history of journalism; that its footing in the newspaper world after two years of existence, both as regards its character as a written and printed sheet and its reputation as an advertising medium, is such as might be deemed creditable by a journal five times its age; that, taking the ordinary view, it has long since passed from a tentative to an assured place as a business proposition—all these things, and much more in the same vein, might be recounted; but The Monitor itself, as it appears from day to day and especially in this Thanksgiving anniversary form, seems to be an eloquent and convincing witness that splendid support by readers and advertisers has given success a full measure.

Many of our readers know and prize the editorial policy established by Mrs. Eddy, the Discoverer and Founder of Christian Science, under which The Monitor was designed "to injure no man but to bless all mankind." Under that same policy the makers of The Monitor have aimed to make it literally a world newspaper, valuable to its readers in foreign lands as well as to those in each and every part of this country. As the key to its method of achieving this broad purpose is the marking of its several daily editions, it seems proper to announce at this time that beginning with the third volume, on Friday, the first edition of the paper each day will be designated "International Edition."

We trust that this slight change may signalize even greater usefulness for The Monitor in its effort to carry the world's news to all parts of the world, in such form that readers at a distance as well as those near by will find that suitable measure of information and comment which makes a daily newspaper a worthy visitor.

SAN FRANCISCO and its suburbs and the neighboring towns and cities have all grown so large, and it might be said beautiful, during the last ten years, that even without a Panama exposition the outlook for growth in the next decade should be inspiration enough.

Democratic Opportunity

THE short session of the Sixty-first Congress will convene early in December and will end, by limitation, on March 4. The relative strength of the parties in the body will have undergone no change of moment since the adjournment of the regular session last summer, at least so far as numbers are concerned. Morally, however, the Democrats will be in a position of greater influence than they have been able to lay claim to since the second Cleveland administration. This will be due partly to a natural disposition on the majority side to give way in many instances to the party that is soon to take upon itself the responsibility of leadership in legislation, and partly to the fact that the majority, which might under ordinary circumstances force through partizan measures, despite opposition, is disunited and apparently unwilling to forward the plans of the administration.

It may be taken for granted that the first impulsive and ill-advised demand for an extra session of the Sixty-second Congress to act on the tariff law will not be repeated. It speaks well for the good judgment of Democratic leaders generally that no encouragement worthy of the name was given in responsible quarters to this demand. If complied with, its effect would have been to disturb the business of the country and to confirm hundreds of thousands in the belief, sedulously nurtured by its opponents through many years, that the Democratic party may be trusted only to do the wrong thing at the wrong time.

This blunder avoided, then, the Democrats will have a whole year in which to frame a program. They have special need to be circumspect in all their movements. Rightly or wrongly, they will have to meet some handicap of public distrust. Yet no party can proceed with the affairs of government successfully without the backing of popular confidence. The Democratic party will not be denied this confidence eventually, if it shall prove its title to it. Its first and most important task must be to earn it.

During the short session and throughout the next twelve months the words and acts of the representative men of the party will be closely watched, and it is only stating the case fairly to say that not only what they say and do, but what they shall refrain from saying and doing, will be carefully weighed. The party has received no mandate to revolutionize existing conditions. It is not expected to be precipitate in making changes or in bringing about reforms, even where changes and reforms are admittedly desirable and necessary. What is expected is that those who are influencing and directing its affairs shall begin even now to rise above the plane of partizanship that they may enter upon the conduct of public business calmly, sanely, with a regard first of all for the public welfare. By serving their country faithfully and efficiently they will be doing for their party a service that will redound to its advantage.

Never in the history of the republic has a better opportunity come to a political party than that which is waiting to greet the Democracy with open arms at the present time. The people have become dissatisfied with the methods and the measures, and even with the men, that have held sway over them with slight intermission since the civil war. A desire for change more than any real necessity for it is behind the political revolution that has only just begun. Those who are most eager for a change will admit, when pressed, that the Republican party has made a wonderful record as a governing force. Under the sway that has now become burdensome, they will concede, the Union has been preserved, the national credit has been restored, the country has grown and prospered beyond all expectation, and the United States has been raised to the dignity of a world power. All this is freely allowed, and yet it is insisted that the time has come when for the good of the republic there should be a complete political overturn. Hence the Democracy is given power. Not, it is true, so very much power at first, but enough to test its worthiness. It remains with the party to show whether and to what extent this power shall be increased. The disposition and the intention are to trust it according to its deserts. It will deserve much if it realizes that the interests of the people must always be paramount.

THERE is a growing sentiment in England favorable to the instruction of the youth of the country in one or more foreign languages, and, strange to say, Russian is urged with most persistence. Perhaps the Russian orient promises as much for Great Britain in the line of trade expansion as Spanish America for the United States.

Art and Ambition

MORALISTS who dwell with avidity upon human failings, giving only secondary thought to their correction, might benefit themselves and others by teaching in their writings, their words and their actions, that love of art in any one of its manifold forms of expression is the handmaid of ambition. The humble toiler, as well as the high-priced specialist, may possess this gift of great value, applying it regardless of what others do, and without immediate prospect of material reward. It is manifest in the overpowering desire to do things well in order to satisfy oneself. Armed with that attribute, no man need view his future with alarm, for worth commands attention and is inseparable from interest and cooperation.

Art is a general term, embodying natural inclination, dexterity, study and observation. Keenness of perception is associated usually with employment for which the worker has a liking, for with it go diligence and continuity. But art may be unfolded rather than inborn, cultivated where not impelling. The engineer feels the affection for his locomotive that springs from admiration for the intricate and beautiful grouping of mechanism so responsive to his touch. The pressman talks respectfully to the humming mass of rods and wheels that turns ideas into printed words. Clever craftsmen of all sorts and varying abilities have the same delight in the proper performance of their duties. The good janitor strives to keep his building well ventilated, heated and lighted and cleaned; the wise errand boy speeds joyfully from place to place; the faithful day laborer tries to see how much earth he can fairly shovel, and does not restrict himself to another's self-established limit. All these people are laying up stores of the contentment and experience that are sure guides to ability that brings promotion.

Once adopted as a governing influence, desire for perfection of attainment develops with time beyond the point where it often is dwarfed by size of present earnings or mercenary hopes. Pecuniary advantages, if antagonistic to the standard then established, merit no consideration. Delicately balanced with and never overshadowing that standard, they are proper and desirable. Ambition, thus exemplified in art, never can be buried or warped by undue attention to personality. Their common note is constructiveness and, sounded constantly, it must necessarily be echoed by advancement.

AT THE family reunion, of course, the high cost of living is a subject to be avoided. Nobody at the table should be permitted to feel timid about asking for a second helping of turkey.

The World's "Best Seller"

THERE are thousands of people in the world who, strange as it may appear, are likely to form their first respectful opinion of the Bible by learning that it is, commercially speaking, one of the greatest successes of all times: that, in fact, in the book-printing, book-publishing and book-selling line there has never been a success that came anywhere near it; that while its beginnings date back to the infancy of civilization, and while its last words were penned nearly 2000 years ago—while it has been thumbed and conned and talked about and written about through the centuries; while its contents have been to some degree memorized by millions; while it is the most widely-quoted book in any of the modern European languages; while hundreds of thousands of copies are distributed freely every year, and while there are comparatively few Protestant homes in the world that do not contain a copy of it—it is still the "best seller" in the book market, and its sales are increasing rather than diminishing annually.

This information is worth imparting to those who can be reached only by what they call tangible facts. They can hardly fail to wonder if there is not "something in" a book whose sale has reached within a generation not merely millions but hundreds of millions of copies; they must certainly be impressed by the announcement from unimpeachable sources that the Bible societies of the United States and the United Kingdom, to say nothing of the Bible societies of other countries, and nothing of the hundreds of private concerns the world over which print and publish the Scriptures, are adding to the annual output of Bibles by between nine and ten million copies a year.

To those who are seeking facts, the Bible and its history and its status before humanity at the present day should be entirely satisfying. It is not necessary here or now to go into the causes which contribute toward making it the most precious and most popular book ever written or published. We are dealing only with the phase of the matter which is likely to have attraction for those who like to measure things by commercial standards.

Let them measure the Bible by those standards. Let them test its value to humanity by its material success. Let them in doing this take account of the fact that from the time it was first made available to the masses of the people down to the present billions of copies must have been printed, bound and sold—and read—and they will be stolid, indeed, if they do not then ask the reason why, or if they be content until they shall have learned the reason for themselves.

IF ANOTHER reason were necessary for the day it might be found in the fact that the cranberry crop is large enough to go around.

Functions of Smaller Nations

SCANNING the European horizon, the seeker after political information naturally sees looming up before him the groupings of the powers. The dreibund of Germany, Italy and Austria-Hungary; the dual alliance of Russia and France; the allied interests of France and Great Britain, these become conspicuous factors when events impend abroad. But while, as a matter of course, the larger nations hold the balance of power, the function of the lesser states is much more important than can be gathered at a glance. Apart from what the smaller countries may mean politically to the powers in their proximity, the general influence of the lesser territories is now as great as if not greater than at any time since Napoleon changed the map of the continent.

Countries like Denmark, Holland, Switzerland and even Greece are balance wheels in the European political machinery. It is because of geographical position, for instance, that when news is scarce, rumors are spread that Germany is about to annex the Netherlands. Similar reports are current about Denmark now and then; or it may be whispered that England is to form a fast combination with the little country of the vikings; or Greece is to disappear as an entity and become part of the Balkan whole.

Yet reports about annexation are usually discredited by those politically informed, because the minor kingdoms and republics act as buffer states. It is doubtful if any of the powers would care at present to burden themselves with further territory. In case of absorption there would be greater cause for friction, because of the closer proximity with another power equally well equipped from a military standpoint. Wars and victories often show that the vanquished are far from feeling at home under the wings of the conqueror.

The location of Denmark illustrates the importance of the buffer state between two powers. It would not serve England or Germany if Denmark should belong to either. As it is, the Danes are on terms of intimacy with both of these great nations, and the powers themselves are the better for this independent territory between the North sea and the Baltic.

The function of the lesser nation in Europe is also that of neutrality, and here the smaller country serves the peace of the world with a distinct purpose. Why all territories should not be neutral can be best explained by those engaged in military pursuits. The time will come when peace shall reign among all the nations. But, in the meantime, Holland rises up and beckons to the Palace of Peace, which, at The Hague, is an example of what the future has in store. The desire of all the world is for peace. The smaller country wants it most decidedly. The greater nation also knows that prosperity lies in that direction. At The Hague the function of the lesser state is pronounced because it affords the chance and the place for bringing the powers together on equal footing. Thus in the great cause the small nation can serve the world.

A FEW years ago vocational guidance for girls would have been looked upon as wasted effort. Now, however, young women have become so essential in business life that proper direction of their activities may be regarded as of great importance.

Pageant and Community

THAT community of interest applies to cities as much as to towns is a momentous truth gradually dawning upon urban social, educational and business leaders in every country. Local pride, stirred by a common impulse to advance civic welfare, already has accomplished wonders by taking form in numerous and admirable activities that discourage the traditional fondness for isolation and promote progress. The church, the society, the grange, the fraternal organization, the woman's club and the village improvement association, all are the seeds of larger undertakings designed to bring the country idea into city life while promoting better acquaintance and understanding between the settlement, the town and the metropolis. In the city, even more than in the country, the individual needs to be awakened to the fact that he is essentially a part of his community.

In late years America has been drawing salutary lessons from the old world, and one of the most valuable of these is pageantry, with its remarkable educative, upbuilding possibilities. Nothing more effective, perhaps, has been discovered and applied than this kind of popular entertainment that has been well defined as "part of the great festival of Thanksgiving for the past glory of a city and for its present prosperity." As a powerful historical study pageantry has few, if any, equals. Acted by persons of all classes, irrespective of creed, politics or social position, the pageant is entirely local in character, pays for itself, quickens patriotism and awakens the community to renewed and profitable endeavors. Although new of adoption as a publicity agent in America, there is no element of uncertainty as to the helpful effects of this great amusement, and Boston this month has even improved on the experiences of England, where modern pageantry has been developed at Bath, St. Albans, York and elsewhere. The Massachusetts capital, in its mammoth and artistic exhibition, aimed to outline future possibilities by contrasting the discomforts of pioneer Americans with the commonplace enjoyments of today. A thousand or more people participated in the pageants at Philadelphia and Gloucester, Mass.; while those of Charlestown and Deerfield, Mass., Lake Champlain, N. Y., and Peterboro, N. H., have been no less attractive and illuminating. Recently another great pageant has drawn world attention to completion of the Union of South Africa. History or prospects thus outlined cannot but prove fruitful.

It is a far cry from the English pageantry of the thirteenth century to the present revival of this old popular amusement. Customs are so different that of necessity the application of the idea is unlike that of old. Modern pageantry aims to give literary quality and to create general interest. Elaboration of it in America is inevitable, for doubtless every pretentious town and city has given serious thought to such a project, the pageant being, in a strict sense, a product of the municipality itself and bringing into the limelight the workers it discovers. Historians, poets, craftsmen, artists, singers and others, all find prominence in the exhibition, of which progress is the keynote. Community of interest finds in the pageant a focusing point where all cementing activities may rally to the stimulation of urban as well as rural advancement.

IT SHOULD be fairly clear by this time that the United States does not wish to annex Panama.

Thanksgiving Number

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, NOVEMBER 23, 1910.

Section Seven

Political Reforms Being Wrought in Illinois

CHICAGO—Members of civic reform organizations throughout the state of Illinois consider that the commonwealth is today in the throes of an epoch-making moral revolution directed against political corruption. Recent exposures in legislative circles have served to intensify the situation, banding together the forces of good and throwing more or less consternation into the camps of the professional politicians.

The overwhelming vote at the election this month in favor of the initiative and referendum, a corrupt practises act, and state-wide civil service, is considered a proof that the rank and file of the citizenship is aroused to the need for applying the principles of common sense and business honesty and integrity to politics and to the administration of state affairs.

These three questions were not submitted as pet measures of any political party, and the vote upon them represents the opinion of the voters unbiased by party considerations.

The make-up of the Legislature was changed by that election, although the Republicans retained a majority. There were some members reelected who were fought by the reform organizations, but on the whole the legislative results were satisfactory to the men working for a better lawmaking body at Springfield. The reelection of several men who were implicated in the Lorimer senatorial election charges, is deplored, but the reform leaders are convinced the power of these men has been practically taken away.

Among the active societies that are demanding political purity in this state probably none is taking a part of wider influence than the Legislative Voters League, an organization that is assailing graft in all its forms. George E. Cole of Chicago, a member of the campaign committee of this league, has taken a prominent role in political reform in this city and in the state for nearly two decades. He is credited with a large share of the success of the Municipal Voters League, of which he is president, in changing Chicago from a city with one of the worst councils in the world, to a city with one of the best. He looks upon the campaign just ended as the beginning of the end of one of the most successful wars ever waged by the forces of good against political corruption. Several weeks before the election Mr. Cole made a prediction that success was bound to come.

"It is inevitable," he insisted, "the impulse that is back of this movement, that has aroused the public conscience of Illinois, will prove irresistible. The progress of the reform work throughout the state, directed especially at the Legislature, may take a course somewhat similar to the same work in Chicago directed especially at the city council; it may be marked by temporary defeats that are simply promises of future victories, that are victories in themselves because they will reveal the weak spots in the reform ranks, and the sore spots in the other army. But eventually the good will triumph over the evil.

"Neither the Municipal nor the Legislative Voters League has completed its work. That work probably never will be completed. These organizations have done big work in Chicago and in the state, but in order to hold the ground they must continue to go forward.

"The cause of representative government requires constant protection. This is so because the people are apt to grow careless and to take too many things for granted, to act spasmodically and without system or organization, while those who want to prey upon the people are a compact, thoroughly organized well trained and drilled body.

"The political reform movement in Chicago and Illinois for the past 15 years has had one unique feature that makes it stand out in bold relief to similar movements in New York, in San Francisco, in Wisconsin, in Kansas, etc. In each of those places there has been a leader, sometimes two or three. In Illinois there has been no leader. The movement has been wholly one of the people. This has resulted in a slower rate of progress, but its very slowness has made it stronger, deeper, more powerful. When the Legislature of Illinois is finally picked and culled over, as the city council of Chicago was for 15 years, we shall have in it a bulwark that can stand and will stand for the public good against any sort of a Governor that might slip into the seat.

"The last Legislature was no worse than many that preceded it. The election of Senator Lorimer, the subsequent arrest and trial of Lee O'Neill Browne, minority leader of the Legislature, on a charge of bribery in connection with that election, and other developments that followed, were only the natural results of conditions that had been in existence for years.

That expose, however, was the very thing needed to arouse the already stirring public conscience. The Legislative Voters League will help to keep up the stirring. It will continue to publish the records of every candidate for the Legislature, no matter who he is or what his politics. Sometimes it is necessary to tell some unpleasant truths in pretty blunt style, but the cause demands such procedure. If we give the people the record of their candidate we can trust to their good sense to take care of him.

"The extent of the determination of the people to put a stop to fraudulent and corrupt legislative practises was shown, and astonished me, shortly after the Lee O'Neill Browne expose. A conference of representatives of various organizations was called at Peoria. I was one of about 20 men who went from Chicago. The others were from other parts of the state. And every one was a new force in politics. As long as I had been in touch with city and state politics I had never met any of them. And they were mostly young men.

"Within two days we had adopted our program—one that 10 years ago would have been called violently radical. It included these three propositions, for which we pledged our full fighting force:

"A full initiative and referendum.

"The extension of the civil service law to include every appointive office in the state.

"A corrupt practises act.

"Some of the men at that conference were conservative in politics and business, but every one seemed thoroughly imbued with the idea that the time for radical action had arrived if we wanted to destroy the canker in the highest political body of the state.

"After the program became known we began to be bombarded with requests for meetings, for speakers, for literature, for conferences. Our petitions to submit the three questions to the people were gotten out only 20 days before the time they must be filed. People eagerly signed them, not only in Chicago and the other larger cities of the state, but also in the towns and country districts.

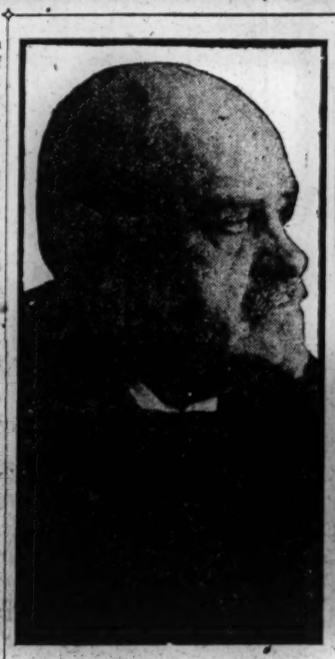
"In one way the developments surprised me, but when I saw it as the result of years of conscientious, earnest effort to establish purity and honesty as the standard for political action and practise, it was not so surprising. The work had to go on and on, gradually gathering more and more momentum, until it was big enough to make itself seen and felt. And the professional politicians are beginning to realize what it means.

"It is the impetus given by the new generation that is sweeping aside the technicalities, the cleverly-built fences of the professional politicians. We have no leaders now, but the great mass of the people are developing them."

Mr. Cole sums up, in the following manner, the reasons for the steadily increasing success, defeat succeeding defeat, but each a stepping-stone toward ultimate victory:

"The important thing in the beginning of such a work is to find a man who has the time to spare and is willing to sacrifice himself for the good of the cause. He must be without friends to reward or enemies to punish or any desire for his own political advancement, caring nothing for anybody's opinion fearing nothing but God and asking no favors from man.

"Thomas Jefferson's saying sums up the situation: 'The whole art of government consists in the art of being honest.'"



GEORGE E. COLE.
President of Municipal Voters League of Chicago who sees victory for clean politics.



GOV. CHARLES S. DENEEN.
Chief executive of state of Illinois where political corruption is being rooted out.

WYOMING DRY FARM MOVEMENT RESULTS IN BOUNTIFUL CROPS

A Recently Discovered Resource in West Is the Reclaiming of Areas Before Thought Unproductive.

STATE AIDS METHOD

Experimental Station Under Direction of Dr. V. T. Cooke Teaches Farmers—Big Men Interested.

CHEYENNE, Wyo.—A comparatively recently discovered resource of the West, and of Wyoming in particular, is agriculture without the aid of irrigation on lands where the amount of rainfall was formerly thought to be wholly insufficient to the needs of crops of any kind. While agriculture with the aid of irrigation has long been in practise in Wyoming, it was confined to those sections of the state traversed by streams from which water could be easily obtained. The less favored sections—commonly termed the semi-arid areas—were unnoticed save for cattle or sheep.



(Copyright, 1908, by Harris & Ewing.)
THE HON. FRANK W. MONDELL.
Wyoming congressman who has a "dry farm" and who is interested in new movement.

A change has taken place. These same semi-arid sections are being turned into productive agricultural districts, despite the fact that the annual precipitation averaged a little less than 15 inches during the last 40 years—the period during which the government has maintained a weather bureau station at Cheyenne.

These lands from which bountiful crops are today being gathered by the dry farmer only five years ago offered no more pleasing sight to an observer than an occasional buffalo wallow. The engineer with his traction plow has replaced the cowpuncher with his broncho and the "chuck-wagon" has given way to the metal water wagon which is used to haul water from creeks, sometimes 30 miles away, to the traction engine which is fast becoming a part of dry-farming equipment in the West.

The method of dry farming has been traced as far back as 1890 in Wyoming. In that year a Swedish "squatter" who had traveled from California, where it has been practised for about 35 years, settled in northeastern Wyoming in what is now Crook county. Ignoring the jests of the cowboys and ranchmen, the lone settler began the cultivation of a small plot of land and was rewarded with some returns of which there are no accurate records.

Others shortly after that time brought the method into use in widely scattered parts of the state with more or less success, mainly less. But in 1905 the Cheyenne Board of Trade, looking for some way by which the vast territory around the city might be developed, began to study the method on the Pacific coast and finally sent a delegation to Washington, Oregon and other states to learn more about dry farming.

This delegation, while in Washington, met Dr. V. T. Cooke, an expert on the method, and induced him to come to Wyoming and inspect the country. For five months the expert carried on his investigations which resulted in his permanent employment by the state to carry on experiments in dry farming. A plot of ground containing scarcely 100 acres—a small acreage in Wyoming—was secured by the state and the state dry farm experimental station was established with Dr. Cooke in charge.

The first year Dr. Cooke induced a few landowners to break up small plots and put in crops to be cultivated by the dry farming method, he promising to aid them in any way possible. The result was nothing short of phenomenal to the landowners and business men as well. The more they saw of dry farming the more interest they took in it, and Dr. Cooke's second year in the state saw a larger school of dry farmers.

Exact figures on the acreage of dry farms or the number of people engaged in this class of soil cultivation in the state are not available, but an idea may be gained of the growth by the fact that it is being carried on quite extensively in the semi-arid districts of every county in the state. There are probably more dry farmers in northeast Wyoming—Sheridan, Crook and Weston counties—than in all other parts of the state combined. Laramie county, of which Cheyenne is the capital city, numbers some 2000 dry farmers in its population, and it is estimated that about 35,000 acres of semi-arid lands in this county were cultivated by this method this year. Many of these Laramie county dry farmers are young women from the East who have taken up government homesteads.

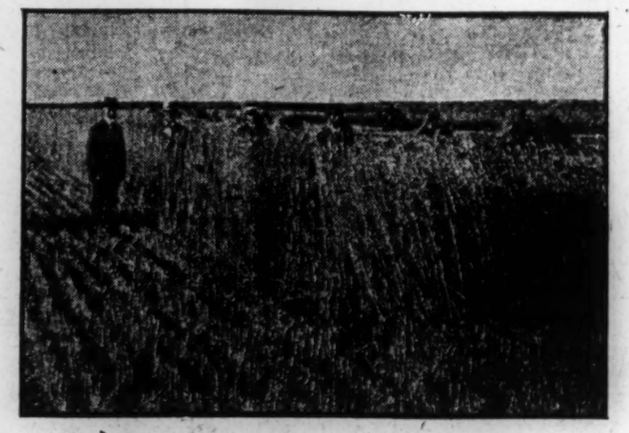
Many of the stockmen of the state, who have heretofore depended solely on the range for feed for their herds, are today cultivating portions of their lands by this method, in order that they may have feed on which to carry their stock through the winters instead of allowing the stock to shift for itself on the range. Among the most enthusiastic dry farmers of the state is Congressman Frank W. Mondell. He owns a large tract of land in Weston county, near New Castle, which he cultivates by the dry method. Other prominent men are taking up dry farming. Gov. B. B. Brooks, the chief executive of the state, is much interested in the method and cultivates a part of his ranch near Casper, Natrona county, by the method.

Although the total precipitation for the first eight months of this year was only 4.32 inches, the dry farmers of the state have fairly good crops to show for their labors. Dry farmers have reported that their wheat this year threshed out from 20 to 36 bushels per acre, averaging 63 pounds to the measured bushel. Oats have threshed out as high as 28 bushels while corn has yielded from 30 to 45 bushels an acre. Potatoes are variously estimated at from 55 to 130 bushels per acre.

A few of the products grown by the method in Wyoming this year are fall wheat and rye, spring wheat and rye, oats, barley, speltz, alfalfa, broom grass, Canadian field peas, beets, potatoes and practically all other root crops and vegetables, corn, sorghum, millet, milo maize, kaffir corn, timothy, etc.

With the test of the present year, which was the dryest season in the history of the state, dry farming has been accepted as a success by every one who is interested in the method to the extent of expressing an opinion. Dr. Cooke, the expert, receives daily large numbers of letters from cattlemen of different parts of the state, asking for advice with reference to starting cultivation under the method, they having signified their intention of inaugurating dry farming on their ranches next year.

A state dry farm congress has been organized in which every one in the state is invited to take membership and in this way it is hoped to spread the teaching of the method to every owner of a piece of semi-arid land.



WINTER RYE GROWN BY DRY FARMING METHOD.
Gov. B. B. Brooks of Wyoming is at left of the picture. He devotes part of his ranch near Caspar to this kind of agriculture.

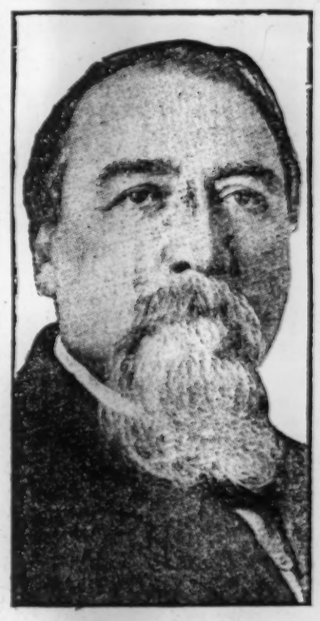
CAPTAIN M'ALESTER CARTED FIRST COAL ACROSS OKLAHOMA

Pioneer Drove One Hundred Miles With Team Load of Product to Get Railroad Extended.

SOLDIER MADE FIND

Indians Opposed Opening of Fields Which Brought Immense Wealth to the New State.

McALESTER, Ok.—When Capt. "Jim" McAlester, of McAlester, hitched up his team to a load of coal on the 17th day of June in the year 1870 for a 100-mile jaunt to Vinita across the wilderness of Indian Territory, he had a firm grip on the forelock of opportunity, but he had no faint conception of the tremendous stream of commerce that was to follow the tracks of his wagon wheels.



CAPT. J. J. McALESTER.
His adventurous career early identified him with the Oklahoma coal fields.

All he knew was that he had located great deposits of coal, and that he wanted the Missouri, Kansas & Texas railway, which had stopped at the threshold of the territory, to extend its line and open a market for his treasure.

The captain was something of a rover. During the civil war, in which he served the lost cause till peace was declared, he had helped a wounded member of his company, and the soldier, searching for means to acknowledge his gratitude, had handed the captain field notes of an exploring and prospecting trip made through the Indian Territory a few years before.

"Across the Choctaw nation," he said, "running from northeast to southwest, is a strip of limestone a hundred feet or more in width, that marks the upper edge of a sheet of that rock standing on edge. It seems to be the highest point of some tremendous subterranean upheaval, and north of it, extending east and west for miles, there are splendid coal croppings. That coal will make millionaires some day."

Captain Jim put away the notebook and forgot all about it. After the war he went to Texas to punch cattle, and in the long watch of a summer night he remembered about the wounded soldier and his field notes. The captain was only a thousand miles or so away from the Choctaw nation, and with characteristic promptness he decided to run across and see about it.

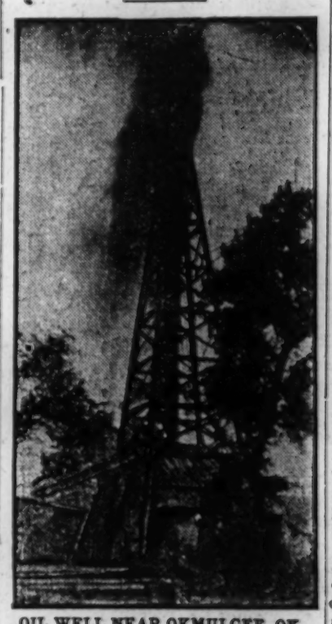
Next day he started. He found the coal. Also he found a wife, the proud young daughter of a long line of chiefs. Incidentally, he found houses, and lands, and adventures, and the rent roll of a baron, and a political career in his later

(Continued on Page Six, Column Five.)

PREDICTS A WOMAN'S CENTURY.

PARIS—Jean Finot, one of the leading French editors, says: "The twentieth century will be woman's century, as the eighteenth and nineteenth were the centuries of human rights." He says with conviction that women will gain soon the right to vote and that they will assume a much greater place of importance in the history of the present century than in past years.

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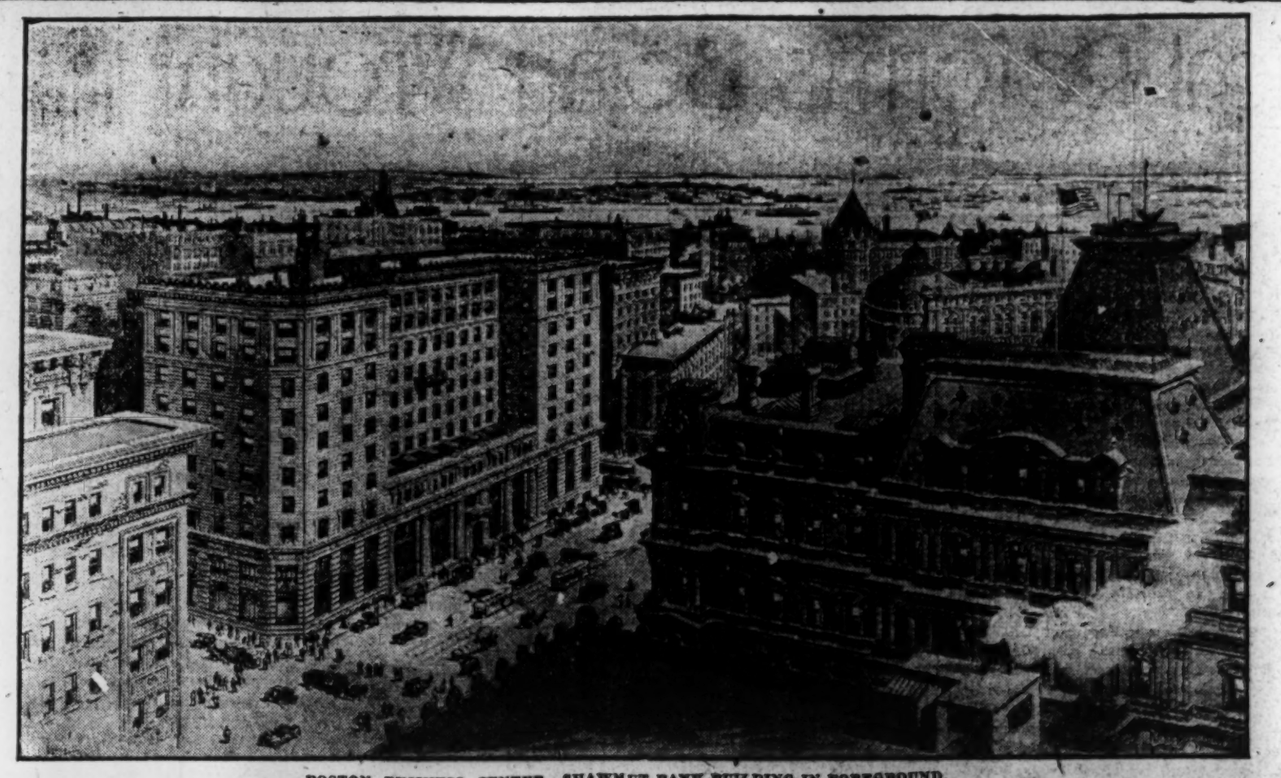


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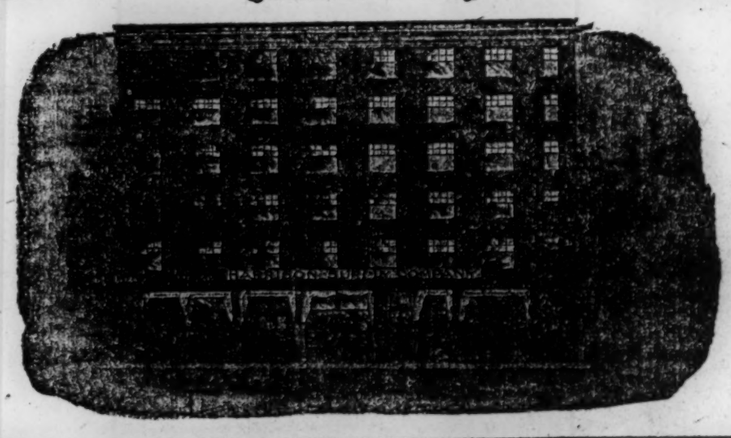
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YEAR'S REVENUES OF COMPANY ARE VERY FAVORABLE

NEW YORK—Cotton Oil's year ended Aug. 31 last, with its $1,372,339 earned on the common, equivalent to 6.78 per cent, while nowhere near last year's phenomenal showing of 10.38 per cent on the common, is far above the average earnings of 4.86 per cent on the junior security during the last 10 years.

In view of the trying conditions which advanced the price of seed in 1909-10, directors were well satisfied with the statement, since the common dividends were earned with a margin over of $360,385 for profit and loss surplus.

Earnings on the common stock since 1899, with common dividends paid, are shown herewith:

	Earned on common.	%	Divs. paid.
1910	$1,372,339	6.78	5%
1909	2,102,483	10.38	5
1908	640,134	3.19	3
1907	1,755,346	8.66	†4
1906	781,621	3.86	2
1905	403,406	1.99	1
1904	232,919	1.15	1
1903	918,165	4.53	4
1902	1,620,290	8.03	6
1901	479,941	2.37	2
1900	885,200	4.37	3

†Declared in 1908.

Having no surplus, American Cotton Oil Company has been a payer of common dividends "as earned." This accounts for the irregularity of the common dividend rates as shown in the foregoing. The large item known as "good will, contracts, leases, etc.," which the company carries along with its assets, was reduced from the $14,339,636 of last year to $14,103,954 this year.

As long as the policy of paying practically all earnings after preferred dividends, to common stock continues there is no hope of eliminating the "water" from the stock and building a balance on the right side of the ledger.

Net earnings before dividends for the last 19 years were as follows:

Year.	Net earn.	Year.	Net earn.
1910	$1,984,255	1900	$1,407,182
1909	2,712,399	1899	1,037,814
1908	1,258,052	1898	1,314,221
1907	2,367,262	1897	1,015,080
1906	1,393,536	1896	334,719
1905	1,015,382	1895	831,871
1904	844,835	1894	696,297
1903	1,539,081	1893	1,147,107
1902	2,233,206	1892	1,853,973
1901	1,091,857		

Excess of current assets over current liabilities as shown by the last balance sheet was $7,232,664 which is sufficient working capital, according to one in closest touch with affairs. Owing to the prospect of a much larger cotton crop this year the outlook is for a better year than the one just ended and there seems to be no question that the common this year will continue to pay dividends at the rate of 5 per cent per annum.

MANCHESTER CANAL PROJECT

LONDON—While ordinary shareholders whose money built the Manchester canal have received no dividends for a quarter of a century, and while they could realize in the market price of the shares but one eighth of the principal, the lord mayor of that city recently said the people of Manchester have benefited largely from the canal in increase in trade and in improved value of property.

FEDERATION OF BRITISH WEST INDIES URGED IN THE ISLANDS



(Photo by Spooner & Co., London.)

SERGEANT AND BUGLER, SECOND WEST INDIES REGIMENT.
An interesting picture of natives in British army of islands where federation is proposed.

LONDON—Once more the discussion has arisen of the possibilities of the federation of the British West Indies, and that which gives encouragement to those who so sincerely hope to see this project realized, is the fact that the principal islands are apparently in favor of a movement in this direction. The Jamaica Times says that a commissioner should be appointed to visit each island to explain the motives and policy of federation, and to awaken interest as much as possible, in the hope that recognition of the importance of this step may reach farther than ever before. The Barbados Standard, which supports the proposal, also points out the need of increased steamship and cable communication as preliminary steps; which is wise advice, indeed, since nothing will do away with prejudice so much as opportunity to learn the truth concerning the conditions of their very near neighbors, who are yet so far, and whom they have so little personal knowledge of, comparatively, owing to the lack of any means of communication.

It is most earnestly to be desired that the authorities as well as the people in general in the West Indies will do all in their power to spread the policy of federation, and to inculcate the importance of unity of action, and of reciprocity in business and trade relations, so that the combined interests of the islands will make itself felt as a unit, which standing alone as they do now, with their limitations, is an impossible practically impossible for them to realize.

Even those who have not recognized the advantages of federation must still see that some united effort is necessary to improve the present conditions. What can point more strongly to this fact than the side-light thrown upon the question by the following quotation from the "West Indian committee circular"? It mentions rumors regarding the West Indian mail services, and goes on to say: "Prominent among them being one to the effect that recommendations are to be made for the mail service between the United Kingdom and the West Indies to be conducted entirely via Canada. As, however, the report of the royal commission on trade between Canada and the West Indies is likely to be published immediately, we prefer to suspend criticism. We must, however, remind our readers that the Royal Mail Steam Packet Company has given notice to terminate on Nov. 10 next the existing agreement whereby the mails are carried to Barbados on a poundage basis."

However gladly increased Canadian service would be welcomed, it is hardly necessary to point out what any kind of suspension of direct steamship service would mean to those whose lives are passed on these islands. The blow to trade—and especially to the new cotton cultivation—would reach in one way or another practically every inhabitant, and added to the sense of desertion and isolation, would cause a grave problem. Now that something of the future importance to the world of the West Indies is beginning to be recognized, owing to its comparative proximity to Panama, we can surely hope that the Imperial government will deal with this urgent question of communication in not only a "business-like way," to quote the "West India committee circular" again, to meet the needs of the moment, but also in a generous enough spirit to consider the claims of our oldest colonies, and with foresight to realize how tremendously the decision they arrive at will affect the question of future federation, and what is of equal importance, since it is immediate, how that practically on this decision depends to a far-reaching extent the progress and development of these islands.

CANADA'S MINERAL EPORTS.

Exports of mineral products from Canada to the United States during the year ended March 31, 1910, were valued at $33,488,464, or 83.5 per cent of the total export of mines, while exports to Great Britain amounted to $3,820,574, or 9.5 per cent.

BIG MANUFACTURING FUTURE FORECASTED FOR NORTH DAKOTA

State Has More Than Seven Times the Amount of Coal That Has Been Mined in This Country to Date.

OFFICIAL TEST MADE

BISMARCK, N. D.—North Dakota is a great industrial state in the making. Its enthusiastic citizens predict that it will become one of the important manufacturing states of the Union. The reason for this claim is the possession of natural advantages, of inestimable value—power, raw material and markets necessary for manufacturing.

The United States geological survey places the amount of coal available for mining in North Dakota at the incredible figure of 500,000,000,000 tons. This is more than seven times the entire amount of coal that has been mined in the United States since the discovery of this fuel in the country. The lignite—for that is the nature of the North Dakota deposits—lies in seams from four to 35 feet in thickness, seams sometimes underlying one another, so that a depth of more than 60 feet of coal is available in some localities. This immense tonnage, supposing that it could be mined so as to leave a profit of 25 cent a ton, would yield a value of $125,000,000,000 for this one asset of the state of North Dakota.

According to recent engineering tests and experiments made by the federal government at Pittsburg, this lignite approximates anthracite coal in fuel value. For manufacturing purposes at home it has been found that this fuel can be transformed into electrical energy and wired to its point of consumption far more economically than the coal can be hauled. Furthermore, power is available from it in the form of steam or gas, lignite coal being peculiarly suited to the production of a combustible gas for commercial use at low cost. Furthermore, natural gas has been discovered in large quantities in several parts of North Dakota, and is being utilized to some extent for commercial purposes.

Besides these seemingly immeasurable fuel resources, North Dakota is rich agriculturally, her fertile lands producing the raw materials for textile and other kinds of manufacture, while the entire market of the great West lies close at hand, far more accessible than it is from the manufacturing centers of the rest of the country.

Among the important products of the state is flax seed, of which, in 1908, North Dakota produced more than half that raised in the United States. The straw, amounting in that case to more than 2,000,000 tons, is burned, although it is at least the equal in quality and length of the Russian flax which is manufactured into linen to be imported into this country, $30,000,000 of linen being brought into the United States from various countries yearly. With the manufacture of more than 14,000,000 bushels of flax seed into oil and of the straw into linen, North Dakota would have a group of allied industries that would go a long way toward making the state an important industrial one.

A milling industry capable of turning out 15,000,000 barrels of flour could be established within the state, utilizing only the state-grown wheat crop. Clay for pottery and tile making and silica deposits adapted to glass manufacture are numbered among the mineral resources of the state.

In the line of animal products North Dakota has abundant raw materials at hand in her cattle and sheep. Dakota cattle fetch high prices in the world market, but it is not necessary to ship them out of the state in order to realize their full market value as dressed beef. The ranges where these cattle abound are very close to the region rich in lignite deposits, and thus the growth of a great packing industry is made feasible.

The annual wool clip of the state reaches a couple of million pounds, but the adjacent states, which would yield their wool to the North Dakota mills, if an industry of the sort were established, have an annual clip aggregating 50,000,000 pounds. All this wool is manufactured in the East, the North Dakota consumer therefore paying a double freight charge. With the utilization of the cheap power available in the home state this freightage might be saved and a handsome revenue derived from the industry.

KING INSPECTS ISLAND OF ISCHIA

ROME—The King of Italy landed from a torpedo boat on the island of Ischia, and made a careful examination in person of the places affected by the recent cyclone. His majesty afterward visited Cetara and other places in the storm-swept area, and was received everywhere with the utmost enthusiasm by the people. The minister of marine has employed the troops and the means at his disposal in such a way as to satisfy the most pressing needs of the various districts. The opening of Parliament has been postponed till Nov. 29 in order that the work of relief may be pushed forward.

Improvements Boom Hawaii Sugar Trade

Irrigation, railway and harbor projects promise business growth.



A BIG DITCH SUPPLYING WATER TO HAWAIIAN PLANTATIONS.

Main measuring weir of the Hawaiian Irrigation Company in Hamakua, island of Hawaii, where 65,000,000 gallons of water is stored each day for measurement. In the background is a 500-acre field of growing cane.

HONOLULU—Three great ditches to carry water from an altitude more than 3000 feet above sea level, the ditches paralleling each other at different altitudes and extending for 20 miles, supplying water to the lands owned by plantations growing sugar; the extension of the Hilo railway from the town of Hilo to Paauilo where the big ditches end and the construction of a breakwater 7000 feet long at the port of Hilo are among recent accomplishments on one island in the Hawaiian group.

The water wets the land and helps the growth of the sugar cane. The railway will carry the sugar along the precipitous coast on the windward side of the island of Hawaii to Hilo where it will be placed on vessels that will take it to the big refineries in the United States.

For years Hilo has been growing to a position of importance in the commercial world. Time was when all of the sugar grown on the island of Hawaii was shipped by steamer to Honolulu, several hundred miles, and from there to the mainland. Old-fashioned windjammers took some of the cargoes from Hilo around Cape Horn to the Philadelphia and New York refineries. Then came the steamers which reduced the number of sailing vessels in the trade and saved time by carrying the sugar to Salinas Cruz, transshipping it across the isthmus of Tehuantepec by rail and putting it aboard another steamer.

The difficulty was at Hilo in getting the sugar aboard the steamers and other craft. The town was without a wharf of proportions or water of a depth that would permit vessels of great draught to come alongside. Lighters were used for the vessels anchored in the bay. At each of the plantations along the coast a trolley system carries the sugar in bags from warehouses to small steamers anchored off shore and by them is carried to Hilo and again put on larger vessels. All of this means expense to the plantations and to the companies operating the steamers.

With the breakwater, the ditches and the railway completed there will be no more lightering of cargoes. No more anchoring off shore by the steam and sailing vessels going to Hilo and no more trolleying the products of the plantations from shore to steamer. Much has been done in this respect and the Island of Hawaii is rejoicing in consequence. Millions are being expended in these enterprises. A portion of the money, that for the breakwater, is supplied by the federal government and it is being built under the supervision of United States engineers, Major Evelyn Winslow commanding.

GREAT PROGRESS IN BANKING MADE IN PAST FEW DECADES

Interesting Data Dealing With the Changes in Capital of the Country's National and State Financial Institutions—Foreign Money Centers.

WASHINGTON—A set of charts, prepared for the national monetary commission by Dr. Piatt Andrew, special assistant to the commission, shows in graphic form the progress of American and foreign banking during the past 30 to 40 years.

The number of the plates is 24, and much care has been taken in the arrangement of spaces, lines and coloring to make them tell at a glance the story of the changes in banking conditions during the period covered. The subjects are arranged in a logical order of evolution, beginning with the progress in the number of national bank, state banks and trust companies.

They then deal with changes in relative capital of each class of banks and in the circulation of the national banks; changes in the circulation of the national banks in their relation to the supply and price of government bonds; the relation of the treasury balance to deposits of public money in the banks; the movements of the bank circulation in reserve cities and other cities; the relative fluctuations in the price and net return upon the public debt of the United States and that of Great Britain, France and Germany; changes in discount rates in different markets, and the comparative stocks of gold in leading banks.

The first chart shows the progress in the number of national banks from about 1650 in 1867, through the gradual rise, to about 3800 in the summer of 1893. Then comes the depression of the line, due to the failures and liquidations following the panic of that year, until the gradual rise, to about 3800 in the summer of 1893. Then comes a sharp upward turn, which began in the summer of 1899, apparently as the result of returning business activity, but was sharply accentuated by the act of March 14, 1900, which first permitted the creation of national banks with a capital between $25,000 and $50,000. This upward movement continues practically unbroken until a total of nearly 6700 banks is attained in the summer of 1908, after which the movement is slightly relaxed as the result of the panic of 1907.

Even more interesting in some respects are the variations of the line indicating the number of state banks. Starting below 300 in 1867, the number is barely above 600 in 1876 and shows a decline to 475 in 1878. From that date to the summer of 1885 there is a gradual upward movement until the number of state banks is only a little under 1000.

Then comes a depression to about 850, which suddenly turns in the summer of 1886 into a rapid upward movement, which has never been permanently interrupted. It was in 1893 that the number of state banks began to overtake the number of national banks. The lines of increase in banks of both types had been roughly parallel down to about the summer of 1888, with the state banks nearly 2000 less in number than national banks. Then began "a stern chase" by the state banks to overtake the national banks in number, influenced, apparently, by the small profit to the national banks on circulation, which arose from the high price of United States bonds.

By the summer of 1891 the distance between the two classes of institutions had fallen to less than 1100, by the summer of 1892 to less than 600, and by the summer of 1893 to a little more than 200. Finally, in the spring of 1895, in the face of national bank liquidations, the line of the number of state banks crossed that of national banks and began the upward movement which carries the line at an acute angle from about 3600 institutions in 1896 to 11,400 in the summer of 1908.

A somewhat different light is cast upon these figures by the second chart, showing the amount of capital and surplus funds of different classes of institutions. Here the state banks, many of them with capital much below the minimum permitted to national banks, lose the predominance which they derive from numbers. State banking capital and surplus funds in 1867 are shown to have been $100,000,000, while national banking capital and surplus funds were about $480,000,000. By 1880 these funds for national banks amounted to 575,000,000, while for state banks they had risen only to about $110,000,000. Then came an upward curve in the line of progress of both classes, which culminated in 1893 with national banking capital of $930,000,000 and state banking funds of $325,000,000. The downward dip of the curve, after the panic of 1893, carried national banking funds to about $860,000,000 in 1889, while those of the state banks were about $310,000,000. Then began the rapid upward movement of the past 10 years along almost parallel lines, leaving national bank capital and surplus funds in 1909 at $1,500,000,000 and similar funds for state banks at $720,000,000.

The differences between banking conditions in New York and other financial centers is indicated by the chart of discount rates in Berlin, London, Paris and New York for the 20 years ended with 1908. The Paris rates are the most stable and the lowest, ranging above three per cent only for brief periods at the Bank of France and for still shorter periods in the open market. The London rates, both at the Bank of England, and in the open market, show frequent variations, but their range, except in the autumn of 1907, is never higher than 4½ per cent, and in 1895 as low as two per cent at the bank and below one per cent in the open market. The Berlin rates show a higher tendency but only at the close of the year 1899 and the early part of 1900 did they go above five per cent until on the eve of the panic of 1907. The open market rate in Berlin did not at any time, except in 1907, go above 4½ per cent, and in 1894 was at a point below two per cent.

The commission, in dealing with the New York market, did not take the violent fluctuations in call money as a basis, but only the rate for commercial paper running from two to three months. Beginning in 1890 at a rate of about 5½ per cent, this New York rate fell a trifle below 4 per cent in 1892, to mount far above 6 per cent in the panic of 1893, when the maximum Berlin rate was just over 4 per cent and that of London just over 3. Then came the fall in the New York rate to 3 per cent, during the depression following the panic, when the Berlin market rate was under 2 per cent and the London market rate was under 1 per cent. The New York rate returned to a little more than 3½ per cent in 1897, and then advanced gradually to about 4.25 per cent in 1900, and mounted upward after 1901 to about 5.4 per cent in 1903. Then came a fall to 4.25 per cent in 1904 and a rapid rise in 1906, which culminated in a rate of 6.2 per cent in 1907. The New York rate, whether high or low, was in every case higher than the rates, either official or private, in London and Paris, and only during the period from 1897 to 1901 was it lower than the German official rate and during only a brief portion of this time lower than the German private rate. An interesting chart, which shows in detail the number of days during which high and low rates prevailed at the banks of France, England and Germany, has a maximum line of 7 per cent, which is never crossed in any case by the line of actual rates, except at the Imperial Bank of Germany in the panic of 1907.

The international movement of currency between New York and interior points and the foreign movement of gold to New York from foreign countries and from New York abroad is the subject of a diagram which shows that New York is frequently subject to severe pressure in both directions at the same moment. Another diagram, representing the movements of cash between New York and the interior in the form of a wheel brings into striking relief the loss of currency by New York from August to December, 1907, and the great reflex current of incoming money during the winter and spring of 1908. The maximum loss to New York in any one month was in October, 1907, when the amount was $40,301,000; the maximum gain was in January, 1908, when the amount was $35,729,000. The largest monthly loss recorded in any other current year was in October, 1906, when the amount was $23,783,000.

The last table of the series, giving the average gold holdings of the three principal European banks and of the United States treasury, brings into relief the great increase in gold stocks in recent years. The United States treasury, with over $1,100,000,000 of gold, stands in the front rank of holders of the yellow metal, offering a remarkable contrast with the conditions of 1895, when total treasury holdings were under $140,000,000. The Bank of France, although showing less remarkable variations, discloses a gold stock which increased from $300,000,000 in 1892 to $590,000,000 in 1908. The Bank of England and the Imperial Bank of Germany do not show radical gains in gold, but, rather, the influence of the variation of the discount rate and the control of the exchange market to keep their reserve up to minimum requirements or from $150,000,000 to $200,000,000.

Provision Review of the Year 1910

By M. and L. J. Schwabacher.

CHICAGO—The pork-packing business during the year 1910 was very unsatisfactory, whether viewed from the standpoint of the consumer or the packer. The excessive high price of live stock necessitated high prices for the finished product, with no one but the stock raiser benefiting.

About two years ago, hog raising became unprofitable to the farmer. Hogs were selling around 4 cents and corn about 60 cents. They, therefore, sold off their stock and did not replenish it. The result was a swing back of the pendulum, which carried live hog prices to 11 cents last spring. Then the farmers bought brood sows at almost their weight in gold. Our early spring gave the pig crop a good start, and with plenty of old corn left in farmer's hands, they were soon fattening apace. However, the pigs did no immediate good, and farmers kept their sows after they had farrowed, so that hog prices were high all summer. The record corn crop and the mild autumn weather furnished an ideal basis for a large fall pig crop, and there is no doubt that it will go a long way in replenishing our depleted supply. From the receipts at Pittsburg and Buffalo there seems to be no lack of hogs in Indiana, Ohio and the East, and we should soon see heavier receipts here and at all western points.

The average weight of the hogs coming on the market, shows a good gain from last year and the year before, resulting from the cheaper corn. The quality is excellent and the spring pigs are just beginning to come on the market. Although the runs may let up a little between Thanksgiving and Christmas, we look for plenty of hogs in January and thereafter and a gradually lower level of prices.

The cash trade has been diminishing for over a year, owing to the high prices. People have tried not eating meat and results have encouraged them to continue. Fish has been used to a larger extent than ever before and cotton seed, peanut, sunflower and cocoa oils are usurping the place of lard, particularly abroad. At the present writing there is a large stock of lard in every receiving port, which is selling at less than Chicago price. Until it is as cheap or cheaper than the substitutes, there is little reason to hope to recover the ground lost in this department. Our domestic bacon trade is excellent owing to a large increase in the demand, but all other cuts are slow.

The board of trade provision market has maintained a uniform position through the year. The trade has looked for "heavier hog receipts next month" right along and has therefore discounted the futures, only to have to cover at a severe loss, when delivery day approached, and the hog receipts were still coming "next month." However, it begins to look now as though the day was at hand and that lower prices are merely a question of time.

To sum up, the consumer, both here and abroad, is refusing to eat meat unless he can get it at a lower level; the farmer is busy feeding 40-cent corn to 8-cent hogs and will continue to do so, holding his hogs as long as possible and figuring that if they only fetch six cents when he does market them, he will still be ahead, but eventually he will have to market his hogs, and we then can expect materially lower prices.

OUR CANADIAN INVESTMENTS

Capital of the United States Largely Interested in Manufacturing and Other Enterprises of Canada.

In a recent article in the Journal of the Canadian Bankers Association, H. M. P. Eckhardt shows the effect of introduction of American capital in the Dominion. He says:

"Taking a comprehensive view of the whole British investment in Canada, it appears to have no decided tendency toward influencing Canadian conduct or policy. The mother country has been content to remain merely a creditor; and has not evinced any marked disposition to assume the greater risk and thus participate in the direct profits arising from our development.

"United States investments are of an entirely different character. Almost one half of the whole $226,800,000 consists of ownership of 168 great plants or establishments, mostly industrial, located in the various Canadian manufacturing and distributing centers, as follows:

Investments in British Columbia mills and timber	$50,000,000
Investments in British Columbia mine	50,000,000
Land deals, Alberta, etc.	10,000,000
Lumber and mines in Alberta	5,000,000
Packing plants	5,000,000
Implements, distributing houses	4,000,000
Total	$226,800,000

"This list comprises merely the United States investments in Canadian industrial enterprises.

"When a large American branch factory is set up and put in operation in some small Canadian town or village, perhaps a majority of the workmen coming from the United States, it always has a considerable effect upon the local sentiment and character. There are instances in which the workmen and officers of a plant of this kind constitute practically the whole population of a Canadian village."

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RHODE ISLAND COAL COMPETES WITH PENNSYLVANIA

Edmund B. Jermyn, Big Penn. Operator, Declares New England Is to Become a Great Mining Center.

Pennsylvania Mine Operators Are Purchasing Massachusetts and Rhode Island Coal Lands.

This Section Is Destined to Produce Millions of Tons of Finest Anthracite.

By HOWARD NOBLE

Massachusetts and Rhode Island are destined to become important centres of the coal mining industry. In the not-distant future millions of tons of coal will be mined annually in this section. Many of the Pennsylvania mines are nearing exhaustion, and the almost-forgotten coal fields of New England are bound to experience a boom unique in our industrial annals. The independent operators of the Keystone State are already in the field, attempting to purchase coal lands for future operation. Coal mining on a big scale here will be a matter of years of development, but it is bound to come.

The foregoing paragraph briefly paraphrases one of the most remarkable statements I have ever listened to. The man who made it was not a dreamer. He is reputed to be one of the hardest-headed mine operators in Pennsylvania. His name is Edmund B. Jermyn, and he is the head of the firm of Jermyn & Company, of Scranton, independent coal mine operators, who produce annually about 750,000 tons of coal.

Mr. Jermyn recently purchased a large interest in the Rhode Island Coal Company, the control of which is vested in Henry M. Whitney and Governor-elect Eugene N. Foss, and he was elected vice-president and general manager. This company's property is at Portsmouth, R. I., and Mr. Jermyn is there at the present time making preparations for the reorganization of the working staff. This property is today a producing mine, and is the only coal mine in New England that is upon that basis.

Shortage in Pennsylvania.

"It is an astonishing thing to me," said Mr. Jermyn, in a recent interview, "that we from Pennsylvania must come here to New England to tell you about the wealth that lies hidden under your very feet, but I must confess that until recently I myself was not alive to the situation. We have had such an abundance of coal in Pennsylvania that, until within the last few years, we have not had to figure on the future, but many of our big independent operators are now face to face with mine-exhaustion and have been compelled to forage into other fields if they are to remain in the mining business.

"My own family has been in possession of coal lands which we have operated continuously for 45 years, and we have probably coal enough left to keep us running for 25 years to come. Then, unless we get into new fields, we are through, for the reason that there are no more anthracite coal lands to be had in Pennsylvania, except at prohibitive prices. The big coal producing railroads have still coal enough in the ground to keep them going for a century or more, but not so the independents. I count myself lucky to have gotten into the Rhode Island field while there was yet opportunity, and I beat two of my Pennsylvania competitors in the race by just one day. I understand they are now casting about to get hold of other coal lands in this vicinity."

Millions of Tons of Coal.

"If the mining of anthracite coal in Rhode Island were not a practicable proposition, do you think I would have invested my money in the Rhode Island Coal Company?" asked Mr. Jermyn. "I have not entered this field to prove my pet theories, excepting a little theory that I can make a great deal of money by so doing. The prospects opened up by this one company alone are almost endless. The company has within reach many millions of tons of the best coal I have ever seen, with the possible exception of some of the very choicest of the Pennsylvania product. As a child coal was about the first thing my eyes rested upon, and all my life I have done nothing but mine coal. The product of the Rhode Island Coal Company's mine is splendid in quality. It burns with more flame and gives more heat than any other coal with which I am familiar. I am assured that, during the recent exposition in the Mechanics building, a barrel of flour was baked into bread with the use of half a hod of Rhode Island Coal.

"When I made my first examination of the property I was astounded at the coal content revealed, but I had heard that the stuff wouldn't burn. You may be sure that I investigated this phase of the proposition with the greatest of care. Money is a great thing, but reputation is a greater, and I did not propose to get identified with a financial fizzle. My conclusions I have already stated and what is true of this coal is doubtless true of all the coal in Massachusetts and Rhode Island.

Big Industry in Prospect.

"Now, as to the amount of coal that is here. As the result of my investigations as a practical mine operator, I am convinced that you people of Massachusetts and Rhode Island have hundreds of millions of tons of the finest coal at your very doors. The Rhode Island Coal Company has nearly 5000 acres of coal lands that appear to be pretty well proved. Six hundred acres alone of those lands should keep this company running at a capacity of several thousands of tons daily for 75 years. Geologists tell us that much of the old Narragansett basin, extending from southern Masachusetts to the end of Rhode Island, contains enormous coal deposits. I am told that coal has been found and mined in a small way in various places at Mansfield, Foxboro and other points in Massachusetts, and in the vicinity of Cranston, R. I.

"Consider what this means! It means that, in years to come, a mighty industry will grow up in this section, adding enormously to the wealth of the two states and benefiting immensely the coal consumers of New England, because coal can be mined and sold at a lower price and greater profits on account of vastly cheaper freights. Not for many years will the output of this field be more than a drop in the bucket, but the day seems certain when the output of these mines will offer serious competition to Pennsylvania coal.

Prejudice Dispelled.

"I am going to give the Rhode Island Coal Company the best equipment which money and specialized knowledge can obtain. We have already engaged the best man in the state of Pennsylvania as superintendent, H. D. Johnson of Scranton, who is at present state mine inspector. We have no unusual problems to overcome. The mine will be put upon a thoroughly modern basis, and the first thing I shall do is to put in a big ventilating system to provide pure air in the extended workings. It will take several years to attain the full capacity of the mine, which should be several thousands of tons daily, but short of full capacity the property should pay astonishing dividends.

"The whole proposition of coal mining in this region presents limitless opportunities. Some day its history will be written, and it will contain some remarkable chapters, chief among which will be the one dealing with the lack of foresight on the part of capital. Prejudice against these coal fields has got to go, it is already going. Pennsylvania passed through the same experience. It was years before the public could be convinced that our finest anthracite would burn. We did not understand in those days how to prepare this fuel for domestic consumption, and we had no stoves or ranges designed to burn it. No more strenuous arguments against the burning quality of your local coal were ever uttered than were heard many years ago against Pennsylvania coal, but they were all dissipated in time in the light of cold, hard facts. Ignorance and prejudice may prevail for a season, but not for always, and the history of anthracite coal in general is destined, in my opinion, to repeat itself right here in old New England."

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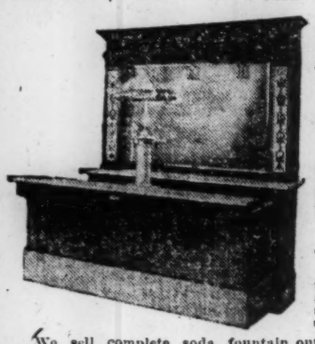
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Steady Onward March in the Affairs of China

Old order slowly but surely changing in Middle Kingdom.

HONGKONG—China has been so long regarded as a huge unwieldy empire, peopled by a practically inert mass of heterogeneous humanity, that its progress seemed an impossible consideration, but though this popular view is not wholly wrong, it by no means represents the actual condition of the Middle Kingdom. The old order of things is changing—slowly changing, but still changing—giving place to the new, and the potent influences at work on all sides, within as well as without, are making themselves felt.

For centuries China resisted the modernizing ideas which the west sought to thrust upon her, but bitter humiliation and dire misfortune led to a realization of her weakness, and from that period, over half a century ago, her real advance may be dated. Big things are today in process of accomplishment in the land, political, educational, commercial, industrial and social.

Educational reform in China is perhaps the most important of the many departures from "old custom" which have characterized the past decade. In that direction China has without doubt been largely influenced by the sister empire of Japan. Economically the Japanese are more nearly on a level with the Chinese than with any of the western nations, and as the Japanese are fellow-students with the Chinese of the same Chinese classics they are naturally sympathetic toward the educational problems of the latter. This helps to explain the great part which Japan has taken as instructor. Not only are there more Chinese students in Japan that in any other country, but there are greater numbers of Japanese teachers than European teachers in China. True, Japanese prestige in matters of education has been on the wane of late, but nevertheless it is the Japanese model on which the system of modern education in the Flowery Kingdom has been framed. Elementary, middle, and higher schools have been set up throughout the land.

Can you imagine China with a system of public schools, modelled on the western pattern, teaching western subjects and employing western methods? Not until 1905 was the old system of examinations abolished, and not until that year was the board of education established by imperial edict. Yet in that short time the progress attained must be regarded as phenomenal. The lack of teachers, the ignorance of western methods, the dearth of text books, these and other difficulties are being overcome, and already the Empire is conscious of the fact that the "schoolmaster is abroad." In addition to the public schools, each province has normal schools for the training of teachers, and already three provincial universities have been organized, while Peking has its National University. Besides, there are schools for industrial, commercial and agricultural training, for fisheries and navigation, for languages, for engineering, and there are also schools belonging to special departments of the government, such as naval and military academies, medical colleges, schools of telegraphy, police and so on. Moreover, it is intended to have in time a university in each province.

Perhaps the most significant feature of this widely expressed desire for western knowledge and general enlightenment is that it does not overlook girls. The oriental attitude toward women is too well known to need be stated, yet in China schools for girls have been founded in considerable number in the north, and it is noteworthy that those who attend those schools are required to unbind their feet and are forbidden to use face paint and powder or to wear jewelry and costly garments. Thus, it is apparent that the grave traditional defect of Chinese education will in time be remedied, and the enlightenment which the empire is seeking will become more easy of attainment when educational facilities are placed within the reach of all classes and both sexes.

The announcement of the educational reforms were followed some two or three year later by the promise that a constitution would be granted. Political agitators are numerous in China, but they are not agitators in the western sense of the word. Their desire does not seem to be so much for political reforms as for dynastic changes, and though the constitution promised does not lessen the power of the throne it seems to be advanced as the thought of the country. As yet there is no definite coherent demand that the people shall rule, and the concessions voluntarily made by the throne are regarded on the whole as satisfactory. Of course once these have been proved, once the parliamentary spirit becomes conscious, it may be expected that a larger share in the government of the country will be insisted upon by those who have the franchise and by those who wish to have it. When the late Empress Dowager Tsz Hsi promised a constitution she realized that the country was not for such an innovation and she wisely delayed the reform for some 10 or 15 years, the interval to be devoted to preparing for the new duties. By 1913 it is expected that the two houses of Parliament for the Chinese Empire will be opened at Peking. Already, however, experience in self government is being acquired. The provincial assemblies, which are like glorified county councils or perhaps resemble more the state legislatures of America, have already got to work, and though some of the assemblies have been inclined to make extravagant demands it has to be conceded that they have on the whole conducted themselves with a moderation which is not only justification for the experiment but affords reasonable grounds for believing that the Imperieal Parliament will prove as successful.



HOW THE MAIN STREET IN HONGKONG LOOKS.
A view in the busy commercial section of city which is the center of British trade with China.

There can be little doubt that the agency at the bottom of all China's advance is commerce. The Chinaman is a born trader, and it was his commercial instincts, opposed to governmental mandates, which made it possible for foreign traders to establish themselves at the time that they did, with the result that today there is scarcely a country in the world which has not commercial relations with the Middle Kingdom. The big commercial houses of the west have built up an international exchange which has grown to wonderful dimensions, but the foreigner has not to recognize that there are other Richmonds in the field and the Chinese are pursuing commercial prosperity with an assiduity which is certain to ensure success.

Industrially the same far-reaching progress is apparent. Railways have not only transformed the face of the country and brought the people face to face with the new phases of life, but also have made possible innumerable undertakings. Mines are now being operated under remunerative conditions, iron works have been established, the produce of the land itself has become more valuable because of the greater number of markets made accessible. The trades of the west are being set up in China. Cotton mills are competing with western products, boot factories and other enterprises have been started, and the Chinese are rapidly learning something of the tradal skill which has given the west its preeminence. Native industries are also experiencing the energizing influence of western ideas and new methods are taking the place of those which had been followed for centuries. Telegraphs, telephones, and other modern appliances are not without their influence, and it needs little insight to realize the tremendous changes that are proceeding in the industrial thought of the country. Although China has absorbed some of the vices as well as the virtues of the west, it must still be realized that there is a power working for good throughout the land and that China is really in process of a social regeneration. The younger generation is less impervious to the new than were their forbears, and new ideas are percolating from the higher classes to the masses. The missionary, the trader, and the foreign instructor have each played their part and are still playing their part in the transformation which is being wrought in the empire. The freer social life of the west is finding its counterpart among the Chinese, different habits are being formed, and many of the abuses and outrages which too often blemished Chinese administration and Chinese life, are disappearing. Healthier ideas with regard to woman are being inculcated, the practise of footbinding is dying out, slavery has been abolished, the opium habit is decreasing, education is becoming general, patriotism is being developed, and there can be no doubt that another generation will see a China as vastly different to the present as the present is to the China of the great Emperor Kung.

COOPERATIVE BANKS PROSPER

Enabled to Pay Larger Interest Rate to Depositors Than the Massachusetts Savings Institutions.

It is interesting to note that last year while Massachusetts savings banks were able to pay an average rate of only 3.95 per cent to depositors and in some instances were obliged to reduce the rate to 3.5 per cent, the smaller cooperative banks showed an average return of 5.08 per cent on their $55,945,000 deposits. Twenty-one of the 140 cooperative banks paid as high as 6 per cent.

These figures contrast with 5.05 per cent average return and $35,614,000 deposits in 1904. The return of this class of banks is due to the fact that a high rate is obtained from all loans, the average rate of interest received on real estate loans in 1907 being 5.42 per cent and on share loans 5.52 per cent. The size of these thrifty little banks, moreover, permits economical operation, the percentage of total expenses to total assets in 106 reaching only .42 per cent. It is evident that the liberal 5 per cent rate is in no immediate danger of being reduced.

The importance of these cooperative banks is not generally appreciated. Taking the country as a whole their depositors number over 2,000,000, while their assets total $784,000,000. In Massachusetts alone their combined deposits are equal to 2 1-3 times the aggregate capital of Boston national banks.

The following table pictures concisely the progress of cooperative banks in Massachusetts during the last six years:

	1909.	1904.
No. of banks	140	129
No. shares outstanding	1,038,000	693,315
No. borrowed upon	332,245	208,782
No. real estate loans	31,067	22,229
Av. rate interest	5.42	5.41
No. share loans	10,122	7,708
Av. rate interest	5.52	5.35
No. borrowers	36,958	25,378
Av. div. rate	5.08	5.05
Total assets	55,945,634	35,614,048

THE APIARIES OF GERMANY

Special Agent Henry Studniczka writes that on his trip from Strassburg to Prague he noticed a dozen or more large platform wagons loaded with beehives being transported from place to place by oxen or horses.

He was informed that this custom of moving beehives to fields that were in bloom or to bushes and orchards for one or two weeks, or until the flowers had dropped to the ground, is quite general in that section of Germany and in parts of Austria.

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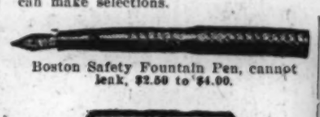
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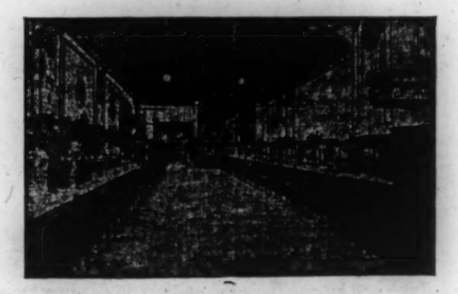
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INDIAN PRINCES WILL BE PRESENT AT CORONATION

CALCUTTA—It is understood that steps are being taken to arrange for the representation of India at the coronation of King George V. in June next. It is probable that the general arrangements will be similar to those made for the coronation of King Edward VII., when a representative contingent of Indian troops went to England, as also a number of Indian princes, and of representative Indians from the various provinces of British India, the gentlemen in question being nominated by the local governments.

Delaware Famed as Home of Nation's Powder Makers

Oldest mill for manufacture of explosives in America is located at Wilmington.

WILMINGTON, Del. — Within rifle range of Rodney hill, now covered by the homes of Wilmington people, but formerly owned by Caesar Rodney, signer of the Declaration of Independence, and once selected as one of the three favored sites for the Capitol of the United States, stands the oldest powder mill in America—the modest embryo of the largest powder concern in the world; and back of this growth stands the name of DuPont. The men DuPonts have been and are generals and leaders—they have been the helpmeet for the great men of our country, closely allied with the names of Lafayette, Jefferson, Madison and Lincoln—in fact wherever the cause needed their support. The women DuPonts have been mothers of capable sons and daughters, teaching them the honor of the family, the nobility of work.

Is it any wonder that the first powder mill that was erected by E. I. DuPont de Nemours in 1802 grew and gathered about it many such mills, only better equipped and more efficient in the method of manufacture? And when persecution and distress fell upon the family in France, is it strange that cousins and friends came to Wilmington and found work, intelligent work that it takes for a powder mill? Gradually a colony not unlike the old world estates sprang up in the vicinity of Rising Sun and today the castle-like houses top the hills along the historic Brandywine and above the Rising Sun valley. Close neighbors to the low, evenly distanced powder mills and refineries, are the employees' homes sheltering happy, contented, hard-working folk. Only here and there is the old-time French workman, the greater number being Irish-Americans with a balancing element of Italians and Hungarians.

When one looks into this valley of homes he feels the individualism of the neighborhood and its expression in the unity of purpose; when he gazes at the hill-top dwellings and the broad verdant fields,—their employers' estates—he recognizes there the individuality of each proud descendant working earnestly with his brother and business partner to perpetuate and enlarge the glory, honor and integrity of the name DuPont.

It is said truly that a DuPont will not ask his men to go where he, himself is not ready and willing to venture. Just the other day two of the DuPont brothers sent some of their men to inspect and report upon a deserted mine, at the entrance of which, for many hundred yards, timbers supporting the tunnel roof had rotted and much debris had fallen. The men made the investigation and prepared the next day to take their employers. Upon entering the employers saw immediately the danger, but having sent their men and risked them, they never hesitated to crawl through the tortuous tunnel. The laborers are fearless too and they trust their lives and families to the honor of the powder manufacturers. Never is a loyal workman left without a pension; never is there a widow made through any cause of the mills but that protection, home and support are given her and her family.

The love of liberty made E. I. DuPont and this family come to America, and because of what they saw of the effect of slavery upon the white race, they settled in Delaware regardless of the fact that Thomas Jefferson urged these powder makers to settle in Virginia. With liberty followed loyalty for the DuPont blood. This held the DuPont family intact. For years they lived much to themselves, had their own diversions and their own church; gay old Wilmington never tempted them to mix and merge. That was in the long ago but today it is different for a new era has been ushered in. The stupendous expansion of the powder business has had an expanding influence which has reached the fireside and the family has joined hands and interests with the citizens of Wilmington and of the state. The children mingle in play and pastime, the elders associate in social, philanthropic, religious and civic endeavors.

The DuPont mills have activities throughout every state in the Union. Their powder discoveries and inventions are in the lead. Their thousands of employees are an army ready, active and alert, a power behind the standing armies and floating navies of the nation. Enlargement compelled in due time greater centralization of the executive forces. And here again the DuPont loyalty and sentiment was manifested. Shrewd business wisdom argued that this centralization should take place in the largest business centers of the nation, as other large financial interests have done. But certain members of the family insisted that both the name and the gathering of the forces rightly belonged to Wilmington, the primeval home of DuPont powder.

Loyalty and sentiment won. Wilmington's first fire-proof skyscraper rises at the highest point of ground in the business part of the city, the office building devoted to the interests of this company. Adjoining this structure is now rising a stately addition to meet growing needs. From these main offices, a chain of branch offices include headquarters in New York, Philadelphia, Pittsburg, Chicago, Cincinnati, Kansas City, Denver, Duluth, Joplin, Mo., Hazelton, Pa., Huntington, W. Va., Nashville, Tenn., Birmingham, Ala., Houghton, Mich., Berkeley, Cal., Scranton, Pa., and the city of Mexico, Mexico. This expansion means much for the home city and for the home state when even remote countries find these great interests located as of yore in the historical setting along the Brandywine in one of the smallest states of the Union.



AMERICA'S OLDEST POWDER MILL, ON THE HISTORIC BRANDYWINE.
Not far away is a one-story structure which was the first office of the DuPont Powder Company.

SUBDUING THE DESERT

Personal views of "dry farming" by Prof. Lewis A. Merrill, Salt Lake City, director extension work, Agricultural College of Utah.

DRY farming in the West is no longer an unsolved problem—it is a repeatedly demonstrated success and the year 1910 happily sees all the people of the inter-mountain states awake to the possibilities of this important movement. This has been a year of drought—a season when for many months no moisture came to bring succor to wilting plants, and yet the evidence now at hand reveals the fact that the man who scientifically battled with adverse conditions succeeded in producing as good yields as during the more favorable years.

Many years ago attempts were made at dry farming in the inter-mountain country, but the methods employed and the results secured did not encourage the investment of capital and it was not until about seven years ago that wise legislation on the part of some of the western states gave intelligent direction to the studies of the problems involved and today dry farming is on a scientific basis. Prosperity has come to the man who a few years ago went out and subdued the sage-brush desert and the banker today recognizes that there is value to the dry lands and that the dry farmer is as safe financially and as fully able to meet his obligations as his brother, the irrigator.

It is a noteworthy fact that fewer failures occur with the dry farmers than with any other class of those who follow agriculture as a profession. There are failures, of course, for there are those who operate carelessly and without regard to scientific methods. The western states no longer fear the investments of their citizens in the attempt to reclaim the thousands of acres yet to be subjugated, but they do look askance at the reckless ambition of speculators and uninformed settlers who in their efforts to get quick returns have not a thought of the scientific principles that underlie every operation.

Seven years ago the writer stood one afternoon in the midst of a vast stretch of sage-brush almost head high, and as far as the eye could see there was no human habitation to break the monotony. On this bench there was no possibility of ever bringing the life-giving irrigation stream. Experiments had shown that there was no water for at least 300 feet from the surface. The land was deep and teemed with fertility. There was an annual precipitation of approximately 14 inches. Not many miles distant a rural village had for years been sending its young people away for lack of opportunity; the town had utilized all the available water on the few thousands of acres of land adjoining and in consequence had reached the limit of growth.

Dry farming methods were introduced on the sage-brush desert land, water for culinary use hauled in huge water tanks, and during this year, when the precipitation has been less than for 36 years, more than 200,000 bushels of wheat have been produced. As a result of this activity many of the young men have returned to the town and further development is now dependent only upon available labor.

Out in southeastern Utah there is an undeveloped empire, millions of acres of unreclaimed land await the propagandist of the gospel of dry farming. Several years ago the writer went out there and found the settlers freighting in their flour, hauling it from the railroads with teams over a heavy road for 110 miles. The few settlers had built a grist mill, but a shortage of available irrigation water prevented them from growing enough wheat for their own use. The state established a demonstration farm and inaugurated dry farming methods. Nearly 50 bushels of wheat per acre were produced and the farmers became converted to the fact that wheat was more profitably grown under the new method than by the more expensive irrigation system. As a result these farmers now produce their own flour and thousands of acres of sage-brush land have been, during these last few years, converted into fruitful wheat farms.

From all over the West similar experiences could be cited. The movement has established itself on a permanent basis and succeeds nowhere better than in an irrigated section. Throughout the whole region where irrigation is practised, there are millions of acres of land lying high above the irrigation canal. The lands under the canal are and always will be the most valuable, for here the most profitable crops can be grown. Pasture grasses, orchard crops, sugar beets and other crops that return a good interest on land valued at from $250 to $1000 per acre, are suited to the irrigated lands, while the cheaper lands are utilized for the growth of wheat.

Irrigation and dry farming are not in conflict and the critic who tries to make it appear that the dry farmer would do away with irrigation canals has drawn unwarranted conclusions. It is true that the dry farmer urges his methods upon the irrigation farmer, but that is merely that the boundaries of the irrigated lands may be extended. This western country is to be the home of millions of happy people; in the not far distant future more people will strive to unlock nature's secrets and obtain a livelihood from the soil on these western deserts than are now supported in the great prairie states of the middle West. Upon these barren wastes the hosts will surely settle and the deserts will be made to blossom and bear fruit. The task of reclaiming them is worthy the best efforts of an enlightened people.



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CARTED FIRST COAL ACROSS OKLAHOMA

(Continued from Page One.)

years that finally made him the candidate of his party the present year for lieutenant-governor of his state.

The soldier had told the truth. For a hundred miles or more, in broken and undulating strata, tossed and pitched like waves in a choppy sea, lay beds of coal sufficient to drive the wheels of a century's commerce—valueless, for it had no market.

Away in the north, just at the frontier of Indian Territory, the "Katy" railroad had paused, deterred by the wilderness. One day Captain "Jim" came driving a team of weary mules up to the station at Vinita, and pointed to the wagon load of black diamonds he had brought. Promptly the "Katy" moved forward in a southward progress that never stopped till it touched the salt waters of the Gulf of Mexico.

It seems simple enough to tell about it now, but the obstacles that had to be overcome were myriad. For one thing, the Indian took no interest in commercial development. The coal was handy to cook his succotash and melt the lead for his bullets, but if it meant the advent of the white man, the Indian had rather cover it again with soil and leave it buried. Every step of advance by the railroad into the territory was met with sullen discontent. Congress had granted the company its right of way and the tribe could not prevent its coming, but nothing beyond the strict letter of its rights could the company obtain from the Indians.

The Indians administered the coal lands until about 1900, and then leased nearly 500,000 acres of them to the stronger hand of the United States to be leased and sold for their benefit. Last year 159 different coal mines were in operation on these lands, and during the year they produced coal enough to reach nearly from Chicago to New York in carload lots.

During the same period the oil wells of Oklahoma were producing an output that placed the state at the head of the production list for crude oil.

Today there is a telegraph operator in Oklahoma who can click his sounder into 26 Broadway. With the turn of a switch he can catch the listening ear of a young woman whose office windows overlook the Gulf of Mexico. He takes no public messages; he owes no duty to the public. He is typical of the interests that employ him—retiring, modest, effective. He goes about his business with definite objects in view, and pays little attention to anything else. His work is quiet and unobtrusive, and it is all about oil—oil and gas. From his office to the Atlantic seaboard stretches a line of stations, 40 or 50 miles apart, all connected by copper telegraph wires and a common interest, while underneath them throbs a stream of crude oil, flowing from its bed in the sands of Oklahoma to one or another of the refineries that transform the heavy black fluid mineral into commercial products.

Oklahoma produces more oil than any other state in the Union. Three pipe lines, crossing the state from north to south, carry her product to Port Arthur, on the shore of the Gulf of Mexico. There it is loaded for all parts of the world. Going east, through Kansas, Missouri and Illinois to Indiana, the pipe line of the Prairie Oil & Gas Company connects with the Standard at Whiting, and thence with Bayonne, N. J.

There is no way of even estimating the amount of gas produced in Oklahoma. Every city and hamlet in the field uses gas for domestic and manufacturing purposes. Kansas City draws a large part of her heat and light through pipes from Oklahoma, and a line recently completed into Missouri supplies gas to a string of towns extending as far as Springfield. The most striking feature of the Oklahoma gas field is the tremendous pressure at which the production is sustained. The average capacity of the wells is 8,000,000 cubic feet a day, while some run as high as 40,000,000.

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KENTUCKY'S EDUCATIONAL AWAKENING

By John G. Crabbe A. M., Ped. D., LL. D., President Eastern Kentucky State Normal School.

RICHMOND, Ky.—In 1907, under the old cumbersome, iniquitous district school system, Kentucky faced squarely certain facts.

(1) There were 25,000 trustees; 5000 could not read nor write; out of the 25,000 there were 15,000 merely appointed, leaving about 10,000 who were elected in a poor sort of way. It is an old story to say that 20,000 of these trustees were not at all interested in the schools and that the vast majority cared only for a kind of graft to secure certain teachers and perquisites available.

(2) There was no local taxation.

(3) There was no money for school houses, school supplies, equipment, repairs and incidentals.

(4) There were no high schools.

(5) Salaries were poor, for the teacher simply received "the draw".

(6) There were but few trained teachers and there was but little opportunity to secure professional training.

(7) There was no well-defined plan of instruction for the rural schools.

(8) There was practically no supervision. The field was too big. The superintendent's salary was ridiculously small. He did not and could not devote his entire time to the schools. Perforce he practised law, or practised medicine, or farmed or otherwise.

(9) There were no school libraries.

(10) There was no interest in schools among the people. Of course there was but little interest among the teachers and pupils.

In 1906 the beginning of a reform was made when the General Assembly voted an annual appropriation of $20,000 each for two state normal schools, one at Richmond and one at Bowling Green. But the school forces and their friends were marshaling for a desperate struggle. On the firing line were the Kentucky Educational Association, the Kentucky Development Association, and, best of all, the Federation of Women's Clubs. On Jan. 6, 1908, the writer became head of the state department of education. On the same day the General Assembly met in biennial session. The enactments made were momentous and this Assembly will doubtless be called "The Educational Legislature."



JOHN G. CRABBE.
Head of Eastern Kentucky Normal School who describes the state's educational awakening.

(1) It passed the county school district law, or the Sullivan bill, which called for a complete reorganization of the school system and for the establishment within two years of a high school within every county in Kentucky.

(2) It made the state college a state university and enlarged the scope of its usefulness.

(3) It appropriated $500,000 for higher education and another $70,000 annually for additional maintenance for the state university and the normals.

(4) It passed a bill creating an educational commission and instructed it to make a thorough investigation of the whole school system and report to the next General Assembly.

(5) It passed a bill appropriating $40,000 for additional improvements at the Kentucky Normal and Industrial Institute for Colored Persons.

(6) It passed a law regulating child labor.

(7) It passed a compulsory attendance and truancy law in cities of the first, second, third and fourth classes.

Here is found the remedy—under "the new school law"—for previous defects and failures in the schools. There are 8000 trustees properly elected and qualified. There is a fair amount of money for buildings, equipment and repairs. High schools are in full operation. Teachers' salaries are increased. Teachers have the inspiration (and money) to attend professional schools. Public sentiment is demanding superintendents who will devote their entire time to the school business, and as a result the present mere pittances called salaries, will be commensurate with the duties of the superintendency and with the demands of the schools. Libraries are being established. More than all, all the people are intensely interested in the welfare of the schools since the vigorous campaigning of the last two years.

Practically all the counties have made a liberal school levy. A conservative estimate of the amount to be realized from the county school tax is nearly $750,000. A new school house is building every day in the year. Nearly all the counties have established at least one county high school; while some have opened two, three and even five such schools.

When this "whirlwind campaign" for better education in Kentucky was inaugurated, the movement was but an untried experiment. The leading school men of the country looked askance at the scheme and scant favor was accorded it. But the "whirlwind campaign" of 1908 was a cyclone in Kentucky. The entire state was intelligently covered by earnest speakers during a period of nine days. Sixty thousand people heard a new gospel of education, of inspiration, of helpfulness, of common sense among the plain people. It was a revelation that amounted to a revolution. Today a dozen states have inaugurated whirlwind campaigns for better education, and these campaigns bid fair to become as popular and successful as the original movement of Kentucky in 1908.

The second "whirlwind campaign" for better education was conducted for seven days, beginning June 27, 1909. One hundred earnest speakers were kept in the field. They include many of the most prominent men and women in business, political and school life in the state. An attempt was made to carry the campaign into the rural districts and to try if possible to put new life and vigor into the rural schools. In addition to the work in the rural districts an all-day, open-air meeting—a rally day—was planned in each county of the state. Hundreds and even thousands of people were in attendance at these rallies and in many counties it was pronounced the greatest event in the history of the county. Special programs, bands and marching were features of these political days.

Sunday, June 27, was designated as "public school Sunday" and every clergyman in the commonwealth was asked to deliver on this day in his own church, at least one address on "Public Education in Kentucky." The results were astounding. On public school Sunday there were nearly 5000 addresses made from the pulpits of the state. The audiences were estimated at nearly 500,000 people.

Nearly 2500 set speeches were made in the campaign by the regular, special and local speakers and nearly 500,000 people heard these addresses. This campaign has had a wonderful effect in bringing the gospel of public education nearer the hearts of the people. The people are thinking. Under the operation of the new county school district law, the local taxes in the counties and districts for the year 1908-9 were increased from the sum of $180,000 in 1907-8 to an amount estimated at $1,000,000.

This is a story of real progress. The educational commission, after a careful and exhaustive study of conditions and laws in this and other states of the Union, and after consultation with educational leaders at home and abroad, outlined a code governing the whole common school system of the state. Its report was presented to the General Assembly of this year and most of its salient features failed of enactment, as did the school code proposed by the education commission of Pennsylvania, and the commissions of other states in their respective legislatures.

But with the rural schools under the new school law, with one or more high schools for secondary education in each county, with well-equipped normal schools indispensable for the training of teachers and with an aroused public sentiment, Kentucky may well look up and take courage. A public-spirited press is loyally helping; the ministry rings clear and certain; the women of the state are aiding bravely; the lawyer and doctor and the patriot adds his influence to combat ignorance in his state; and the loyal school men and women in the trenches, begrimed with many a bout, throw out the banner inscribed: "We Must Educate—For the Little Red School House, the Boys and the Girls, and the Commonwealth."

NEBRASKA IS AMONG GREATEST STATES IN UNION AS PRODUCER

In 1909 the corn crop of Nebraska was worth $5,000,000 more than all the gold mined during the same year in the entire United States including Alaska and the Philippine islands. The 1909 wheat crop in Nebraska was worth $5,700,000 more than the entire sugar production of the United States the same year. Texas is the great state, and it takes the lead in cotton production, but the 1909 oats crop in Nebraska was worth $4,500,000 more than the 1909 cotton crop in Texas.

Mr. Rockefeller acquired his wealth from petroleum, but in 1909, the Nebraska live stock product was worth $9,000,000 more than the total crude petroleum product of the United States for the same year. Nebraska's 1909 corn crop was worth $23,000,000 more than the nation's tobacco crop for the same year.

The 1909 potatoes of Nebraska were worth $1,800,000 more than the 1909 output of Arizona's gold and silver mines.

Nevada is a great mining state, but her 1909 output of gold and silver was worth $1,000,000 less than Nebraska's 1909 crop of alfalfa. Nebraska beef and pork in 1909, was worth $45,000,000 more than the product of iron ore of the nation, valued at the mines. Nebraska's 1909 wild hay crop was worth $9,000,000 more than the 1909 output of Alaska's gold mines.

One of the youngest, Nebraska is also one of the greatest states in the Union.

RAILWAY NEEDS ARE ENORMOUS

NEW YORK—It has been nearly four years since James J. Hill made his famous declaration that the railroads would require $5,500,000,000 new capital in five years to cope with the country's needs. The financial panic interferred with borrowing and likewise modified necessities, so that the ratio of $1,100,000,000 per annum has not been quite maintained. Including the amounts raised for refunding purposes, the railroads issued $957,000,000 new securities in 1907, of which bonds contributed $440,000,000 and notes $268,000,000. In 1908 the railroads floated almost a billion dollars ($999,115,376) new issues, including $604,000,000 bonds and $274,000,000 notes.

WORKINGMEN ASK COMMISSIONERS TO CHANGE AN ORDER

LONDON—With a view to inducing the harbor commissioners to rescind a resolution passed recently, a deputation of workingmen was received by them. The resolution referred to forbade the mooring of any coaling hulks in the river Dart above the old cadet training ship Britannia, the object being to prevent the work of coaling being carried on in too close a promimity to the Royal Naval College, and to the yachts, a number of which are moored in the neighborhood. The result of this decision, it is maintained, is that a large proportion of the bunkering trade has gone to Brixham, where, it is declared, no fewer than 70 vessels have coaled during the summer which in ordinary circumstances would have taken in their supplies at Dartmouth. A great many Dartmouth men had consequently been deprived of their occupation, and it is expected that, as a result of the representations made, the harbor commissioners will rescind the resolution to which objection is made, so that the men will be given every opportunity.



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THE SALT RIVER VALLEY OF ARIZONA

By B. A. Fowler, Phoenix, Ariz., president of the national irrigation congress.

THE Salt River valley of Arizona has been known for centuries as a land of fertility, productivity and sunshine. Many years ago a prehistoric people thickly populated this section, as proved by the plow of the industrious farmer, which so many, many times has turned up to the sun the utensils and implements of an almost forgotten race. These were a people of no mean attainments, whose engineering skill leveled hills and plains, projected and constructed canals and irrigation works, and carried therein the liquid stream which fertilized and enriched. Here and there throughout the valley are also to be seen today mounds, ruins of pueblos, communal buildings, where these ancient people lived.

But while these mounds, standing amid plains almost as level as a floor, with here and there prehistoric irrigation systems and old edifices now little more than a memory, tell of an ancient civilization, so ancient as to be almost forgotten, and living only in tradition, they today look out upon a new twentieth century civilization with its governmental system of irrigation, constructed on a large scale, with canals little less than rivers whose waters (first impounded, then diverted by huge dams) guarantee a permanent and regular flow of enrichment to the land; which under intelligent direction of the industrious farmer, produces crops so great in quantity, so rich in quality, and netting such large profits, that the eastern farmer hesitates to believe the simple facts.

This is the Salt River valley of today. In length 60 miles, in width from 15 to 30 miles, a million acres of arable and irrigable land, if only the water sufficient to irrigate it could be conserved. Here the government has spent over $8,000,000 in constructing one of the finest irrigation projects in the world—a project which, within 10 years, if the citizens of this valley pursue a broad-minded and wise course for betterments and expenditures, will easily become the ideal irrigation system of the United States. This irrigation district tentatively includes about 225,000 acres, which in the future will be added to, in all probability, as fast as can be done safely and wisely.

With another impounding dam located on the Verde river; with all our water supplies and sources of water carefully conserved; with the district well saturated by several years of continuous irrigation; with less wasteful and more economical methods of distribution; with cemented ditches, underground pipes, etc., etc.; with more scientific methods of agriculture; with a more intelligent conservation of soil moisture; and with a larger experience and more critical knowledge of the what, when, where and how to irrigate, the duty of water can undoubtedly be increased, in the not distant future, very nearly 100 per cent, and with two acre feet of water we may be able to achieve better results than we now do with four acre feet, handicapped as we are by present ignorance and existing conditions.



TERRITORIAL CAPITAL OF ARIZONA AT PHOENIX.
Governmental building in the Salt river valley which cost $125,000.

In the government irrigation project are included hundreds of miles of canals and laterals; divisions and head gates of solid concrete; a 600-foot concrete overflow diversion dam across Salt river, 19 miles east of Roosevelt, for power purposes; an 1100-foot concrete overflow diversion dam across Salt river, 28 miles east of Phoenix, for diverting water into the two great irrigation systems of the valley, the north and south sides; a concrete rock and masonry impounding dam 285 feet high, 235 feet wide at river-bed, 172 feet from heel to toe, 1080 feet across at top, including two spillways, 200 feet each, with a splendid roadway along the top, a connecting link between the government roads on either side of the canyon; all 80 miles northeasterly from Phoenix, and to which a splendid mountain road, itself a marvel of engineering skill, amid grand and rugged scenery, has been built at the cost of $250,000; a 19-mile power canal costing $500,000, with a capacity of 250 second feet; the reservoir area over 25 square miles with a capacity of 1,300,000 acre feet, which, including the average rainfall in dry seasons, is a full three years' supply for the valley below; a thoroughly equipped power house and a large up-to-date transformer house; electric transmission lines and towers from Roosevelt down to and into the valley, including an extension to the Sacaton Indian reservation; pumping plants of 50 horsepower each, with which to raise the large underground flow, and thus add to and supplement the normal flow of the river; and to all this, did time allow, we might add much other expensive work of less importance.

As a result of this development a large beet sugar factory is already completed at Glendale, with a capacity of 1000 tons of beets per day; and another on the south side of the river is a hope of the early future. Now, if, as many believe, two crops of sugar beets can be successfully grown where only one grew before, what a bonanza for both farmer and manufacturer!

Phoenix, the country seat of Maricopa county, and Arizona's capital city, is located on the north side of Salt river. It has a population of over 20,000, steadily growing. People are cosmopolitan—representative of every state in the Union. The county courthouse, city hall, and new Carnegie library each occupies an entire square, the latter located in one of the small public parks. Schools, normal, public and private, deservedly rank high; churches, clubs and fraternal organizations of all kinds flourish. A beautiful building with fine furnishings is now being erected on a centrally located corner, with $100,000 subscribed in an 11-day campaign, for a Young Men's Christian Association. The government is about to erect a $140,000 federal building. A steel reinforced concrete bridge nearly half a mile long is now under construction across the Salt river, immediately south of Phoenix, at a cost of over $100,000. The territorial capitol, costing $125,000, was built without scandal or even breath of suspicion. The annual territorial fair is held each November in Phoenix, where 10,000 people gather daily without disorder.

It is a hope of the early future, that through this valley will be a transcontinental railroad, which will enable the outside world more easily than in the past to reach our doors, gauge our actual conditions, our possibilities, our quality of citizenship and our fitness for statehood.

PEOPLE ASK FOR ONE COINAGE IN CHANNEL ISLES

LONDON—A petition signed by the chairman and secretary of the currency reform committee on behalf of one thousand signatories is to be forwarded to the King, setting forth the inconvenience caused by the dual system of currency in vogue in Guernsey. The "loyal and dutiful subjects of the island of Guernsey pray that his majesty may order that (1) all coinage other than British shall be suppressed and withdrawn; (2) all commercial contracts shall only be negotiable on the basis of the British sovereign, shillings and pence respectively; (3) the island may, as consideration for the suppression of its said charters (so far as they empower the use of French coinage), thenceforth employing only British currency, participate in the seniorage to such an extent as shall naturally and equitably be arranged between the two governments."

Owing to the small amount of direct trade carried on between Guernsey and France, it is considered that there is no need for the retention of French silver coinage, and the hope is therefore expressed that all coinage other than British will be suppressed.

RHODE ISLANDERS PREPARING FOR A BIG COMMERCIAL BOOM

Entrance of the Grand Trunk Railway Into State and Harbor Improvement Being Given Wide Attention by Business and Manufacturing Interests.

There is a tide, in the affairs of men,
Which, taken at its flood, leads on to fortune.—Shakespeare.

PROVIDENCE, R. I.—The familiar quotation of the poet-sage is firmly impressed on the minds of Rhode Islanders at this time, for many citizens believe that never in the history of this little commonwealth has such an opportunity for commercial advancement presented itself. While in all parts of the world canals are being dug and railroads constructed to handle the ever increasing volume of business, here in Rhode Island preparations are being made to make this state one of the best railroad and marine terminals in the world.

Standing on historic Fort Hill recently a spectator watched the smoke belching forth from the huge mill stacks in Providence, East Providence and Pawtucket and tried to contemplate what effect the advent of the Grand Trunk railway and the proposed harbor improvements would have upon the industrial growth of northern Rhode Island, where within an area of 50 square miles 100,000 men and women are at the lathe and loom, turning out over $225,000,000 of machinery and textile products of every description.

Greater Providence, including Pawtucket, Central Falls and the Blackstone valley with its magnificent outlet to the Atlantic ocean, providing direct connection with the great seaport cities of Europe, Canada, North and South America, surely has not utilized its natural advantages, especially its opportunity for transatlantic business or an extensive coastwise commerce. While manufacturing a very large part of the world's supply of cotton and woolen fabrics, and an immense amount of machinery which is daily shipped to every part of the civilized world, only a small part of the raw material reaches Providence by boat. With the coastwise vessels coming from Texas, Alabama and the seaport cities north of these states loaded with iron, cotton, coal, sugar, fruit, vegetables, hard pine lumber, shingles, molder's clay, firebrick and cement, a vast amount of money will be saved in transportation. But to date Providence has no municipal docks or public warehouses worthy of the name. Its bay and river shores north of Fields Point until now have been dumping grounds for rubbish, glaring painted signs, muddy flats or private wharves.

The flood tide of public interest in both the rail and marines transportation in Rhode Island is today at its height and the representative manufacturers, business men, city and state officials are now giving the problem most careful study before the tide recedes leaving them stranded with a poorly developed solution. The proposed entrance of the Southern New England railway into Providence, which is the connecting link with the Central Vermont road, making a complete and direct route over the Grand Trunk lines to the great northwest and from Prince Rupert harbor a seaport connection with China and Japan opens up an avenue of communication and transportation with British Columbia and Alaska, the great storehouses of mineral wealth that are now being developed.

Over the several thousand miles of steel that will unite Rhode Island with the great wheat growing sections the state will receive golden grain first hand for home use and for shipment to the coast cities of America and Europe. Also the vast coal fields are being opened up in the northwest and within a few years this state will not be entirely dependent upon coal from Pennsylvania. Lumber, copper and other ores will also be shipped here direct. In exchange, to thriving settlements and to the Orient the finished machinery and fabrics of Rhode Island will be sent. As Senator Elihu Root said in his address at the dedication of the John Hay library in Providence this month, "The awakening of the Orient to the industrial arts of the western civilization is opening vast and indefinite possibilities of new production and consumption."

Fully $10,000,000 will be spent within the next two years in this railroad construction and the cities and towns of Rhode Island and central Massachusetts which will be greatly benefited are Palmer, Southbridge and Webster, Mass., Woonsocket, Central Falls, Pawtucket and Providence, R. I.

CORN IS IMPORTANT AS FACTOR IN OUR NATIONAL ECONOMY

NEW YORK — Although only about one third of the entire corn crop is sold out of the county in which it is grown, it furnishes a volume of traffic, directly and indirectly, vital to the railroads. The surplus above what is used on the farm will this year contribute nearly 1,000,000,000 bushels to railway traffic. The 15 interior markets receive nearly 250,000,000 bushels a year by rail and 70 per cent of it has another haul in the form of shipments from these distributive centers. This does not include probably an equal amount which enters into more direct long haul traffic, nor short haul within the surplus corn belt.

The corn movement for the new crop began to be felt about the first of November. From that time to the end of the year the activity is at its height. But so universal is the commodity that it maintains traffic in large volume through the winter months, during which livestock is maintained on cereal feedstuffs. The livestock of the farms where corn is grown consume about 2,000,000,000 bushels a year. As a meat-producing factor it is the mainstay of American agriculture.

The progress of corn culture has kept pace with westward extension of the frontier. Area cultivated grew from 32,567,000 acres in 1867 to more than twice that in 1881. In 1910 the corn area has again almost doubled, with 114,000,000 acres. Probably in no other part of the world has there ever been so wide a scope of productive industry on a single crop within any one country. The corn area is nearly as large as the combined area of wheat and oats, and two and one-half times that of hay, and three and one-half times that of cotton.

'Among temperate zone crops it is probably the best cultivated of cereal staples. It puts a premium upon intensive farming wherever land values are free to rise and restrict the expanding acreage. In fact, the hope of intensive farming in America lies probably more completely in the part which corn plays as a rotation crop than in anything else. This year's crop will probably not contribute less than $1,350,000,000, to farm income for the record yield of 3,000,000,000 bushels.

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CORRECT SPELLING DECLARED TO HAVE GROWN INTO DISUSE

Old-Time Methods Have Become a Thing of the Past and Average High School Pupil Held to Be Deficient.

DON'T START RIGHT

In a letter written a short time ago to one of the Boston papers, the present-day attitude toward spelling in the educational curriculum was greatly deplored says the New Bedford (Mass.) Standard. The letter states that a college president complained because the students entering his college could not spell. He probably is not the only college president who is complaining. The writer of the letter says that the obvious reason for this is "that spelling is ignored at the outset of a child's education whereas once it received regular attention almost from the beginning." And he cotinues, "It is necessary that it should be so, in our composite language, and this attention should continue to the end of the grammar course."

There is an impression among many that spelling comes "by nature." This may be true in part, as in the same way an aptitude for mathematics comes natural to some. But in either case, early training has much to do with it. The introduction of nature study, music, drawing, geography and history into the lower grades takes up a large part of the time which used to be given to drill in spelling. The old-time spelling match, which was one of the chief excuses for a party a generation ago, was a great incentive to learning to spell correctly. To stand up to the end of the match was an honor much coveted by old and young; but the spelling match has gone, along with the prestige of the "three r's."

The matter of vizualizing words is especially important. Children are taught to be observant in noticing the flowers, trees, fruits, and the habits of animals and birds. They are taught to recognize objects by their color, shape and texture, but when it comes to words they try to learn the appearance if the whole word without regard to the sequence of letters, the texture of the word as it might be called. Spelling itself becomes a matter of rote, the ear being trained rather than the eye. But it is the eye which needs the greater amount of training, for in later years it is the eye which is appealed to much more than the ear in detecting mistakes of spelling. It cannot be denied that spelling is an art worth cultivating in later years if not acquired in youth. Concentrated effort and ceaseless care will do a great deal in remedying this fault in its most serious form.

BRITISH CENSUS NEXT YEAR.

LONDON—It is estimated that at the next census, to be taken next year, the British isles will show a population of 45,000,000. In 1901 the population of England and Wales was 32,527,843; of Scotland, 4,472,103; of Ireland, 4,458,775; and of the outlying islands 150,370. These, with 367,736 men, mostly soldiers and sailors, classed as "undomiciled," made a total population for the British isles of 41,976,827.



VISBY, SWEDISH WALLED TOWN, ENTERTAINS MANY VISITORS

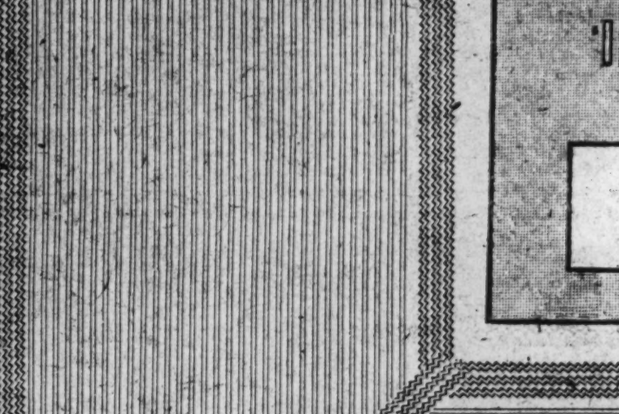
STOCKHOLM—Visby, situated on the west coast of Gotland, the biggest of the Swedish islands in the Baltic, has attracted from time to time numerous visitors from abroad. A town, climbing up a steep cliff, with rows of houses one above the other, and surrounded by a gray stone wall, as was frequently the case with ancient cities, and below all this the blue sea. Such is the first impression one has of Visby when approaching the shores of Gotland.

From the time of the Vikings, the ninth to the fourteenth century, Gotland and Visby formed a great commercial center for the trade carried on between districts round the Black and Caspian seas and Russia on one side and England and Flanders on the other. Thus enormous treasures were accumulated in Visby, with the result that large numbers of Anglo-Saxon and Arabian coins have been found in the islands. The old chronicles reflect this in the saying:

"The Gotlanders weigh their gold with
twenty-pound weights,
And play with the choicest jewels;
And pigs eat out of silver troughs,
And the women spin with golden distaffs."

In the thirteenth century Visby was the most important town in the Hansa league, a confederation of commercial towns in northern Europe. It reached the zenith of its prosperity during the twelfth and thirteenth centuries, the period during which most of its churches were built. In 1361, however, the Danish King Valdemar attacked and conquered the city and the whole island.

Toward the end of the middle ages Visby was occupied by pirates, and the town of Luebeck, which suffered most at their hands, collected and armed a fleet in 1525, landed a force on the island and attacked and routed the pirates. This was practically the end of Visby. Of the 17 churches one stood there, one only can be used today, the Cathedral of St. Maria.



VIEW OF VISBY ON WEST COAST OF GOTLAND.

Of the many ruins that of St. Catarina, standing in the market-place close to the cathedral, is perhaps the most beautiful. It was built by followers of Francis of Assisi, who founded a monastery there in 1233. The ruins of St. Nicolaus are also of considerable beauty and interest. From these a splendid view of the town and the coast is obtained, the latter bounded on the south by a steep projecting cliff called Hoegklint. A feature of interest, the western gable of St. Nicolaus, which appears from the sea at a great distance, is decorated with two great recesses in the form of a rose. According to tradition costly stones were set in those roses, and were of such brilliance that they acted as beacons to vessels at sea. It is further said that the Danish King Valdemar took possession of these stones, but the vessel carrying them sank in sight of the island, and the glistening stones, lying on the bottom of the sea, are said to spread a shimmer in the water round about. Last but not least, there is the town wall, encircling the whole city. The southern and eastern portions are in the best state of preservation. At intervals stand the high watch-towers, the majority being square, but differing somewhat in design. In 1288 there was a low town wall, which was subsequently strengthened and heightened. The towers themselves did not form part of the original wall, but were added at a subsequent date.

BENT SOLAR RAYS CAUSE TWILIGHT?

Twilight is a phenomenon caused by atmospheric refraction, according to the New York American. When the sun sets below the horizon, we are not immediately plunged into the darkness of night. Although the sun is below our horizon, rays of solar light are bent or refracted by the terrestrial atmosphere and continue to furnish some slight illumination.

The process continues with diminishing intensity until the sun is so far below the horizon that the refracting power of the atmosphere is no longer able to bend the rays enough to produce a visible effect.

WHAT "STAR MAIL ROUTES" INDICATE

WASHINGTON—Star routes is a name given to those postal routes in the United States that are indicated by three asterisks in the official publication of the postoffice department. They are highways on which contracts for mail transportation are made upon bids that do not specify the mode of conveyance, but simply agree to carry the mails with care and expedition.

The term "star routes" is often popularly used to denote those mail routes through sparsely settled regions, where the expense of the service greatly exceeds the revenue derived from it.

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TONNAGE RECORD OF PITTSBURG

PITTSBURG—The tonnage record of the Pittsburg district, which was made in 1907, was nearly approached during 1909. After depression during 1908, the year 1909 took a turn for the better, business boomed and railroads were taxed to care for the tremendous business forced upon them. The increase for the single year was 42,051,130 tons.

The Pittsburg district tonnage on railroad and river transportation lines for 1909 reached the enormous total of 158,066,542, or within about 3,000,000 tons of the banner year.

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SOUTH AMERICAN COUNTRIES PROSPEROUS

Argentine Republic Has Revenues far in Excess of Estimates and Foreign Trade is Improved.

THE stability of conditions in South American countries has been still further assured by the prosperity of the present year.

In the Argentine republic the revenue for the first six months of the current year was in excess of the estimates by about $30,000,000. For the first quarter of 1910 trade with the leading countries amounted to: Imports, $85,679,965; exports $111,131,806. In the budget for 1911, according to the bulletin of the international bureau of American republics, the total revenue of the country is put at $307,235,337. The budget figures remain practically as they are, the expenditures during 1909 having been $299,758,416.

The growth of the Argentinian capital, Buenos Aires, where the centennial celebration of the country's independence has been held this year, is a source of gratification to patriotic Argentinos. At the end of June last the population of the city was 1,270,234, in comparison with 1,204,007 just a year before. The administration of President Saenz Pena opens auspiciously, and the cultivation of still more amicable relations with neighboring countries is one of his aims. He has declared himself particularly as desirous of establishing better steamship facilities between New York and Buenos Aires.

Bolivia is continuing to develop her mineral resources, and although her output of tin annually is something more than 10,000 tons, it is confidently predicted that this will be increased until the country rivals the supremacy of the Straits Settlements as a tin-mining country. Meanwhile, in her government expenses for the current year, Bolivia has provided a sum about equivalent to $36,000 for telegraph extension and about $20,000 for the rehabilitation of existing lines. Economic conditions bearing upon the high prices of fuel seem to point to an era of hydro-electrical development, water power for this purpose being abundant in the country.

Brazil will take a new national census in December, to ascertain to what extent the present figures representing her population, 20,515,000, will need to be revised. The present year has been one of prosperity and peace and increasingly good relations with foreign countries. The great staple exports of the country are being augmented by the growth of cotton, while the native cotton mills are turning out more and more of the cloth used by the people. The customs revenues during the first quarter of the year amounted to approximately $41,265,000, a little more than $8,000,000 more than the revenues for the same period of the previous year.

The foreign trade of Chile for the first six months of 1910 amounted to 265,119,239 pesos (of approximately 36½ cents value), of which 129,842,805 pesos represented imports and 135,277,434 pesos were exports. These figures represented an increase over 1909 of p16,514,031 in imports and p11,829,901 in exports. According to United States Consul A. A. Winslow the increase in the foreign commerce of the country for this period over 1909 amounted to $9,363,445 United States currency, of which $6,127,610 was in imports and $3,285,835 in exports. During that six months' period the customs revenues amounted to p57,364,251 (of 36½ cents value) and p15,982,936 (of 21 cents approximate value). Chile has a program under way for lighting her coast, this program calling for the construction of 25 lighthouses.

The Colombian government has a number of measures under consideration for the development of the natural resources of the country. Not the least significant is railroad construction, which has progressed during the year, bringing somewhat nearer the day when the railroads of the country will form one continuous system. A series of agricultural experiments has caused bananas, wheat and maize to be decided upon as more desirable to raise than coffee and sugar. The mineral resources of the country are awaiting adequate exploitation and as a means to that end the tariffs have been removed from railroad material, agricultural appliances, mills, etc. Under tariff protection the cotton raising and manufacturing interests of the country are growing.

Ecuador has been going on steadily with her policy of interior development, through the agency of railroad building. The line from Huigra to Cuenca, which is due to be completed by the last of this year, will open up the rich mining and agricultural region of southern Ecuador. It crosses coal fields of great value and promise, is a link in the great Pan-American railway of the future, and is to connect Cuenca, one of the three great cities of the republic, with the other two—Quito and Guayaquil. Another line in progress, that from the bay of Caraquez to Quito, will open up a productive region. A policy which has been adopted by the government for increasing the working population of the country is that of contracting with a steamship line to transport immigrants to the country, from Italy, at government expense.

The year 1910 has been a prosperous one in Paraguay. A governmental policy of education is part of the program in effect, and in it are included the refurnishing of the schools at the expense of the republic, the contracting for new text-books, and contracting for the printing of the books in common use in the schools in order to supply them to the children at cost, and gratuitously to indigent children. The opening up of suitable highways through the country is also one of the concerns of the government.

Through railroad communication is to be established near the end of this year between Posadas and Buenos Aires, about 700 miles. A train ferry across the Alto Parana river completing this line, will be ready early in 1911.

In Peru, one of the most richly endowed countries of South America, industrial and agricultural development has continued to enhance the prosperity of the people and to increase the available sources of revenue. One of the forces credited with making for the present prosperity of the republic is the gold standard currency, of recent adoption, which has gone a long way to place business on a sound basis. The sugar exports are continually growing, Peruvian cotton commands a good price in the European markets, while the rubber production of the country holds out promise of profit for the future. The opening up of oil fields, the second in the world in the point of extent, is certain to have a most beneficial influence on the country, while coal mining seems likely to rank very high in the future among Peru's important mineral interests.

Perhaps one of the most significant things in relation to the progress of Uraguay is the program of improvement of the harbor of Montevido. Part of these improvements have been put into use so that deep-draught vessels can now dock. The installation of thoroughly up-to-date appliances will swell the total of expenditures to more than $13,000,000.

Venezuela seems in a fair way to resume her old-time prosperity. The commerce of the country for the first half of the fiscal year 1909-10 proved to be: Imports, $5,469,774.79; exports, $6,508,826.27. The government receipts and expenditures during the fiscal year 1909-10 were each about $10,000,000. The exploitation of a petroleum field is one of the projects that seems likely to enhance the genral prosperity.

The countries of Central America also have had grounds for congratulation during the year 1910. Costa Rica has approved the treaty, signed in Washington, with Panama, for the submission of the boundary question between these two republics to arbitration by the chief justice of the supreme court of the United States. In Guatemala the national assembly recently approved the budget for the fiscal year 1910-11, providing for expenses amounting to 36,948,238.56 pesos. The equivalent of this depends upon the gold premium, which in 1909 went to more than 1600 per cent, making the value of a paper dollar about six cents, United States currency. By a recent arrangement the government is to receive five per cent of the net revenues of an exclusive petroleum refining and manufacturing concession which has been granted to a corporation organized in the United States.

A railroad in Honduras, for which the survey is being made, will, when completed, open up an extensive pine forest region and productive banana growing territory. Honduras is regarded as capable of becoming one of the great corn-growing countries of Latin-America.

Nicaragua is a rich and should be a prosperous country. Of course, the unsettled conditions of a year or more have diverted attention considerably from agricultural and industrial development, but since the restoration of normal conditions there are grounds to hope that this republic will become one of the most productive of American republics. The 1910-11 budget of the republic of Salvador called for an expenditure of 10,371,869.87 pesos, the revenues being 10,319,782. The exact equivalent of this depends on the premiums on gold, which not long ago was 165, making $1 gold equal to 2.65 pesos. The government is carrying out a railroad development policy, and further more, when present plans are carried out the country will have a system of highways hardly equalled in the Latin-American countries.

Bolivia Developing Her Mineral Resources—Brazil Plans to Take National Census in December.



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World's Latest News of Finance and Industry

THE STOCK MARKETS PRESENT A CHECKERED APPEARANCE

Price Movements Uneven and Hesitating Tone Is Manifested in Wall Street—Professional Trading Is Still Dominating Business.

A rather uncertain tone prevailed in the securities markets today. The opening was irregular and the trend of prices during the early sales was uneven. American Can preferred, which had a rather spectacular rise in New York the past few days, was off 1¼ at the opening at 80 and then rose 2 points in the first half hour. The market leaders were erratic and the session was characterized by professional trading as has been the case for some time past. United States Express was weak.

The Boston market presented little feature. The early tendency seemed to be downward, but there was no active selling pressure in evidence. United States Smelting issues were particularly weak.

The markets continued quiet and narrow as the session advanced. A gain of [illegible] in General Electric was a feature of the New York market during the forenoon. Canadian Pacific and Westinghouse Electric showed some improvement. Other issues moved within a fractional range.

LONDON—The securities markets are checkered. Politics and the approach of the fortnightly settlement are reflected in a heavy tone in domestic issues and consols are flat. There has been renewed decline in Mexican issues on the political discord in that country. Foreigners and mining issues exhibit hesitancy.

American railway shares are relatively making the best showing. The tone was firm at gains above New York parity.

Rio Tintos show a loss of ¼ at 70⅝.

SCARCITY OF PUDDLERS.

YOUNGSTOWN, O.—The shortage of puddlers is being felt at Girard, where the A. M. Byers Company will start its new puddle mill next month. Two hundred puddlers are required to man the new department, and the country is being scoured to find them.

FOREIGN METALS.

LONDON—Spanish pig lead steady and unchanged £13 3s 9d. Pig tin easy spot £167, futures £167 2s 6d. Copper: Spot £57 12s 6d, off 3s 9d; futures £58 11s 3d, off 3s 9d. Market dull.

NEW YORK STOCKS

NEW YORK—The following are the transactions on the New York Stock Exchange, giving the opening, high, low and last sales to 11:45 a. m. today:

	Open.	High.	Low.	Last Sale.
Adams Express	245	245	245	245
Amalgamated	69½	69⅝	69	69½
Am Beet Sugar	37¼	37½	37¼	37½
Am Can	10⅝	10⅞	10⅝	10⅞
Am Can pf	80	82¼	80	82¼
Am Cotton Oil	64⅛	64⅛	64⅛	64⅛
Am Smelting	80½	80½	79⅜	80
Am Smelting pf	105⅞	105⅞	105⅞	105⅞
Am Steel Fy	47¾	47¾	47¾	47¾
Am Tel & Tel	142⅝	142¾	142⅝	142¾
Atchison	103½	103½	103¼	103½
Bethlehem Steel	32	32	32	32
Brooklyn Transit	77⅜	77½	77⅛	77½
Canadian Pacific	196	196⅛	196	196⅛
Central Leather	34	34¼	34	34¼
Central Leather pf	105⅜	105⅜	105⅜	105⅜
Ches & Ohio	84½	84½	84⅛	84½
Col Fuel	34½	34½	34½	34½
Consolidated Gas	134¾	134¾	134¾	134¾
Den & R Grande	32½	32½	32½	32½
Erie	30	30	29¾	29¾
Fed M & S Co pf	56½	56½	56⅛	56½
Gen Electric	156¼	158½	156¼	158
Goldfield Con	8	8	8	8
Gt Northern pf	123⅜	124	123⅜	123⅜
Gt Northern Ore	59½	59½	59½	59½
Inter-Met	10½	10⅝	10½	10⅝
Inter-Met pf	55½	55½	55½	55½
Int Paper	13½	14	13½	13⅞
Int Paper pf	56½	57¼	56½	57¼
Int Pump	44½	44½	44¼	44¼
Int Pump pf	85½	85½	85½	85½
Iowa Central pf	35½	35⅜	35½	35⅝
Laclede Gas	107½	107¾	107½	107¾
L & N	145½	145½	145¼	145¼
N R of Mex 2d pf	54½	54⅞	54½	54⅝
N Y Air Brake	74½	74½	74½	74½
N Y Central	113½	113½	113⅛	113⅜
Northern Pacific	116	116⅜	115⅞	116⅜
Northwestern	146½	146½	146½	146½
Pennsylvania	129½	129⅞	129½	129⅞
Peoples Gas	106⅜	106⅜	106⅜	106⅜
Quicksilver Min pf	5	5	5	5
Reading	152⅜	152¾	152⅛	152⅜
Reading 1st pf	88½	88½	88	88
Republic Steel	34⅛	34⅛	34⅛	34⅛
Republic Steel pf	97	97	97	97
Rock Island	33⅜	33⅜	32⅞	33⅜
Southern Pacific	117⅝	117⅞	117⅛	117¼
St Paul	123¼	123½	123⅛	123½
Tennessee Copper	37	37⅛	36¾	37
Texas Company	138½	138½	138½	138½
Toledo, St L & W	25¼	25¼	25¼	25¼
Toledo, St L & W pf	57½	57½	57⅛	57⅛
Union Pacific	177⅞	177⅞	177	177⅝
Union Pacific pf	93	93	93	93
U S Rubber	35⅞	35⅞	35⅛	35⅞
U S Steel	79⅝	79¾	79⅛	79¾
U S Steel pf	118	118	118	118
Utah Copper	49⅝	49⅞	49⅜	49½
Va-Caro Chemical	63¼	63¼	62¾	62¾
Wabash	17¼	17¼	17¼	17¼
Wabash pf	36⅝	36⅞	36⅝	36⅝
Westinghouse	72	73½	72	73
W & L E 1st pf	14¾	14¾	14¾	14¾

BONDS.

	Open.	High.	Low.
Am T & T cv	105½	105⅝	105½
Atchison gen 4s	98⅜	98⅜	98⅜
Interboro Met 4½s	80¼	80¾	80¼
N Y City 4s 1957	98½	98½	98½
N Y City 4s 1959	99	99	98⅜
N Y City 4½s	100⅜	100½	100⅜
Union Pacific cv 4s	105½	105½	105½
U S Steel 5s	103⅜	103⅜	103⅜
Wabash 4s	65	65¼	65

Weather Predictions

UNITED STATES WEATHER BUREAU PREDICTIONS FOR BOSTON AND VICINITY: Wednesday, generally cloudy; Thursday, fair; moderate northerly winds, becoming variable.

WASHINGTON—The U. S. weather bureau predicts weather today as follows for New England: Wednesday, fair, except snow or rain in Maine; Thursday, unsettled; moderate northwest winds.

TEMPERATURE TODAY.

8 a. m. 39

Average temperature yesterday, 41 7-24.

IN OTHER CITIES.

Montreal	30	St. Louis	50
Nantucket	40	Chicago	40
New York	42	St. Paul	32
Washington	38	Bismarck	34
Jacksonville	60	Denver	48
New Orleans	66	Kansas City	—
San Francisco	—	Portland, Ore.	—

ALMANAC FOR TOMORROW.

Sun rises	6:45	Moon rises	—
Sun sets	4:16	High water,	
Length of day	9:31	5:15 a.m.,	5:38 p.m.

RAILWAY EARNINGS

WESTERN MARYLAND.

September—		Increase.
Gross earnings	$665,858	$35,267
Total net	269,256	*13,000
From July 1—		
Gross earnings	2,003,356	270,311
Total net	707,666	67,333

ATLANTA, BIRMINGHAM & ATLANTIC.

Second week November	$57,273	$1,343
From July 1	1,010,809	66,779

*Decrease.

BOSTON STOCKS

BOSTON — The following are the transactions on the Boston Stock Exchange, giving the opening, high, low and last sales to 11:45 a. m. today:

MINING.

	Open.	High.	Low.	Last Sale.
Arizona Com	17	17	16⅜	16½
Atlantic	7	7	7	7
Butte Coalition	19⅞	19⅞	19⅞	19⅞
Calumet & Ariz	55	55	55	55
Calumet & Hecla	590	590	590	590
Centennial	18	18	18	18
Copper Range	71	71	71	71
Daly-West	3⅞	3⅞	3¾	3¾
Elm River	20c	20c	15c	15c
Granby	44	44	44	44
Greene-Cananea	7⅝	7⅝	7⅜	7⅜
La Salle	7¾	8¼	7½	7½
Mass	9	9¼	9	9¼
Nevada Cons	20⅝	20⅝	20½	20½
Nipissing	10⅞	10⅞	10⅞	10⅞
North Butte	35½	35½	34¾	35
Shattuck & Ariz	23¾	23¾	23¾	23¾
Shannon	13	13	13	13
Superior	47	47¼	47	47
Utah Cons	24	24	24	24

LAND.

Boston Land	6	6	6	6

TELEPHONES.

American	142½	142¾	142¾	142¾
New England	137¼	138	137¼	138

RAILROADS.

Boston & Albany	222¼	222¼	222¼	222¼
Boston Elevated	128½	128½	128½	128½
Boston & Maine	123	123	123	123
Chicago June pf	113	113	113	113
N Y N H & H	153	153	153	153
Old Colony	187	187	187	187
Rutland pf	37	37	37	37
Union Pacific	177½	177½	177½	177½
West End com	90¾	91	90¾	90¾
West End pf	104	104	104	104

MISCELLANEOUS.

Am Ag Chem pf	100½	100½	100½	100½
Am Sugar	118½	118½	118½	118½
Am Woolen pf	93¾	94	93¾	94
General Elec	156½	156½	156	156
Mass Gas	90½	90¾	90½	90½
Pullman	165	165	165	165
United Fruit	190	190	189¾	190
United Shoe Mac	56	56¼	56	56
United Shoe Mac pf	29	29	29	29
U S Steel	79½	79⅞	79⅛	79¾
U S Steel pf	118¼	118¾	117⅞	118¾

UNLISTED SECURITIES.

Amalgamated	69¾	69¾	69	69
Am Zinc	29½	29½	29	29
Boston & Corbin	16¾	16¾	16¾	16¾
Butte & Balaklava	6½	6½	6½	6½
East Butte	13¼	13¼	13	13⅛
Eastern Steamship	84½	84½	84½	84½
Giroux	7⅛	7⅛	7⅛	7⅛
Hancock	25	25	24¾	24¾
Indiana	15¼	15¼	15	15
Island Creek Coal	32¼	32¼	32⅛	32⅛
Island Creek Coal pf	86¾	87	86⅛	86¾
Isle Royale	19½	19½	19½	19½
Lake Copper	36	36	36	36
Miami	20⅛	20⅛	20⅛	20⅛
New Arcadian	4½	4½	4½	4½
North Lake	8	8¼	8	8
Ray Cons	20½	20½	20½	20½
South Utah M & S	1½	1½	1½	1½
Sup & Pitts	14⅜	14⅜	14⅛	14⅛
Swift & Co	104	104	103⅞	104
U S Smelting	36¾	36¾	34	34½
U S Smelting pf	47	47	45¾	46

BONDS.

	Open.	High.	Low.
Amer Tel 4s	90¾	90¾	90¾
C B & Q Jt 4s	95½	95½	95½

DIVIDENDS

The Boston & Albany Railroad Company declared the regular quarterly dividend of $2.25 per share, payable Dec. 31 to stock of record Nov. 30.

The American District Telegraph Company of Brooklyn has declared the regular annual dividend of 6 per cent on $100,000 capital stock outstanding.

The Bristol Manufacturing Company of New Bedford has declared a quarterly dividend of $1.50 a share, payable Dec. 15 to stockholders of record Nov. 14.

The Boston & Lowell Railroad Corporation declared a regular semi-annual dividend of $4 per share, payable Jan. 2 to stockholders of record Nov. 26. Transfer books will be closed from Nov. 28 to Dec. 3, inclusive.

The Dartmouth Manufacturing Company of New Bedford has declared a quarterly dividend of $4 a share on the common stock and a quarterly dividend of $1.25 per share on the preferred stock, both payable Dec. 1.

The Safety Car Heating and Lighting Co. has declared a regular quarterly dividend of 2 per cent., and an extra dividend of 3 per cent., payable Dec. 23. The rate heretofore has been 8 per cent. and 1 per cent. extra per annum.

WANT DIVIDEND DISTRIBUTION

NEW YORK—J. S. Bache & Co., in behalf of itself and other holders of common stock of the Central Leather Company, has presented a request to the directors of the company to make some distribution on the common stock, declaring that earnings justify the declaration of dividends.

The request is also made that two or three new directors be named to represent the common shareholders, it being alleged that the present members of the board are interested principally in the preferred stock.

TRAFFIC AHEAD OF LAST YEAR

NEW YORK—Julius Kruttschnitt, vice-president in charge of maintenance and operation of the Union Pacific and Southern Pacific systems is quoted as saying that these lines are going ahead with their betterments, but not pushing the work so rapidly as would be done if money were easier.

Referring to general business he says that traffic has been checked to some extent, but is still running about 5 per cent ahead of last year.

THE COTTON MARKET.

NEW YORK—The cotton market opened steady: December 14.65, January 14.64, March 14.80@14.81, May 14.94@14.95, June 14.89, July 14.89, August 14.51.

LIVERPOOL—Spot cotton market quiet, prices steady; American middling uplands 800; sales 6000; receipts 17,000; American 13,400; tenders new 2300.

STATEMENT OF CONDITION OF



Lincoln Trust Company

OF BOSTON

At the Close of Business, Nov. 17, 1910

RESOURCES.		LIABILITIES.	
Notes Discounted	$732,047.12	Capital	$200,000.00
Demand Loans	260,790.75	Surplus and Profits	103,260.57
Bonds of Mass. Boards	33,500.00		
Furniture and Fixtures	10,209.55		
Cash and due from banks	319,457.31	DEPOSITS	1,032,786.16
	$1,356,064.73		$1,356,064.73

BANKING IN ALL ITS BRANCHES WE INVITE YOUR PATRONAGE

OFFICERS

Josiah H. Goddard, President. Clifford B. Whitney, Treasurer.
Edward P. Hatch, Vice-President. Francis H. Burrage, Asst. Sec.

12 High St., Junction of Summer, Boston

5½% Gas & Electric Co.'s 7%

ARE STAPLE INVESTMENTS

DENOMINATIONS, $50, $100, $500 AND $1000

There is no class of corporations which from official statistics have uniformly shown better returns to the investor or have been more free from reorganizations than the Gas and Electric Light Companies.

The annual report of the U. S. Department of Labor shows that failures of Gas and Electric Light Companies are insignificant as compared with Steam Railroads and other corporations.

We own and offer a large line of selected dividend-paying Gas and Electric Light Companies Mortgage Bonds and Preferred Stocks in small and large denominations, yielding from 5% to 7%.

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H. L. NASON & CO.

55 CONGRESS STREET SHAWMUT BANK BUILDING.

WE SPECIALIZE IN PUBLIC SERVICE CORPORATION BONDS

PUBLIC UTILITY FIRST MORTGAGE 6% BONDS

We own and offer two such issues of proven value and earning

Three times the bond interest

PINGREE, McKINNEY & CO.

8 CONGRESS ST., BOSTON

George S. Pingree Guy B. McKinney William O. Kimball

THE STATE NATIONAL BANK OF BOSTON

Capital and Earnings,	$3,717,502.54
Deposits,	$12,014,431.28
Loans,	$10,658,497.12
Cash and with Banks,	$5,294,336.70

NEW SAFE DEPOSIT VAULTS—CENTRALLY LOCATED

No. 50 Congress St., Near Post Office Square

Offers Its Best Service for All Classes of Accounts

OFFICERS

ALFRED L. RIPLEY, President ALLEN CURTIS, Vice-President GEO. B. WARREN, Cashier W. F. BURDETT, Assistant Cashier

Directors

FREDERIC AMORY, ALLEN CURTIS, LESTER LELAND, GORDON ABBOTT, JACOB ROGERS, GEORGE C. DAVIS, LEWIS P. BARTLETT, Jr., ALFRED L. RIPLEY, ALFRED D. FOSTER, FRANK W. STEARNS, FREDERICK A. FLATHER, CHARLES E. COTTING, ROBERT H. STEVENSON, Jr., S. PARKER BREMER, ALFRED L. AIKEN

AMERICAN TRUST COMPANY

50 State Street, Boston, Mass.

Total Resources Over $17,500,000.00

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E. V. R. THAYER, Vice-President J. C. HOWE, Vice-President
J. J. OLDFIELD, Treasurer CHARLES H. BOWEN, Secretary
W. F. GLIDDEN, Asst. Treasurer W. C. WATT, Asst. Secretary

BOARD OF DIRECTORS

N. W. JORDAN, Chairman

C. F. Adams, 2d, Rodolphe L. Agassiz, F. Lothrop Ames, Hobart Ames, Edwin F. Atkins, Frederick Ayer, Charles S. Bird, A. G. Bullock, Samuel Carr, Gilmer Clapp, Gordon Dexter, William R. Driver, F. C. Dumaine, R. G. Fessenden, William A. Gaston, Francis R. Hart, John F. Hill, John Lawrence, John S. Lawrence, Lester Leland, Francis Peabody, Jr., Royal Robbins, Henry A. Rueter, Philip Saltonstall, R. Paul Snelling, Frank W. Stearns, Eugene V. R. Thayer, Charles W. Whittier

BUNKER HILL BRANCH, City Square, Charlestown

FRED K. BROWN, Manager

ADVISORY BOARD

MARCUS BEEBE, CHARLES F. BYAM, IRVING S. PALMER, CLINTON WHITE, R. FRANK WILD, GEORGE WHITING

Accounts of banks, corporations, institutions, trustees, firms and individuals are solicited.

Deposits may be made and checks cashed at either office. If more convenient, deposits may be made by mail and will be promptly acknowledged.

Interest is allowed on deposits subject to check.

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ST. PAUL—GERMANIA LIFE BUILDING MINNEAPOLIS—LUMBER EXCHANGE

SUPERIOR FLOORING

MADE BY

George W. Gale Lumber Co.

Telephone 40

Cambridge, Mass.

Everything from Sills to Shingles.

REAL ESTATE—TOO LATE TO CLASSIFY

Land, Real Estate, Farms

Thanksgiving! New England. The old homestead. After all, it is about the best thing you have seen since you left it. The call of the farm still lingers with you. Come now, confess, don't it?

LISTEN—At Bridgewater

One of the prettiest towns in Massachusetts. A 16-room mansion house, two bath rooms, open fireplaces, cosey corners, avenues, elms, large barn, a good orchard, RICH SOIL, a pretty pond for canoeing in summer and skating in winter; schools and seminary close; 1 hour's ride from Boston.

HENRY T. ANGLIM, 49 North Main St. Tel. 584. BROCKTON. or WILLIAM J. ANGLIM, New John Hancock Bldg., 49 Federal st. Tel. Main 1208. BOSTON.

For Rent—West Bridgewater

The homestead of the late Dwelley Forbes, 10-room house, in good condition; outbuildings and about 16 acres land.

HENRY T. ANGLIM, 49 North Main St. Tel. 584. BROCKTON. or WILLIAM J. ANGLIM, New John Hancock Bldg., 49 Federal st. Tel. Main 1208. BOSTON.

West Bridgewater

On car line, 14 acres rich soil, good buildings, suitable for stock or poultry; very good value.

HENRY T. ANGLIM, 49 North Main St. Tel. 584. BROCKTON. or WILLIAM J. ANGLIM, New John Hancock Bldg., 49 Federal st. Tel. Main 1208. BOSTON.

Easton—Tax Rate $10.50

Elegant set of buildings, tillage and wood, mostly large chestnut growth.

HENRY T. ANGLIM, 49 North Main St. Tel. 584. BROCKTON. or WILLIAM J. ANGLIM, New John Hancock Bldg., 49 Federal st. Tel. Main 1208. BOSTON.

GEORGETOWN, MAINE.

A good river farm.

BRAINTREE

15 minutes from South Station. A very sightly home, with some fruit and tillage.

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SOUTH BRAINTREE

For development, about 20 acres. Some one will make some money on this.

FALMOUTH SHORE LAND

The summer will come again, prepare now for your vacation season by providing the land for your bungalow.

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For development, 100 lots at very low figure; near the factories.

MATTAPOISETT SHORE

Two plots for men of wealth who want a fine estate.

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FOR BUSINESS

Charles River Park, Cambridge

THE THROBBING HEART OF BOSTON

The face of the factory and wholesale business has set that way.

THE NEW CENTRE. You will locate your business here. Because, Voici le Centre du Monde—$1000 reward for proof to the contrary.

WILLIAM J. ANGLIM

NEW JOHN HANCOCK BUILDING

49 FEDERAL STREET, BOSTON, MASS.

Tel. Main 1208.

P. S.—A few things to ponder on.

WITHIN A RADIUS OF 2 1-2 MILES

A RESIDENT POPULATION OF 1,054,000

Most skilled artizans and mechanics in the world live here.

Two greatest railroad stations in New England, one of them the second largest in the world.

Greatest street railway terminal in New England.

All the wharves and terminals in Boston.

ONLY SPOT IN NEW ENGLAND

Where the transportation avenues of approach and egress center at a common point, serving so large a number of people.

Within 50 miles of this spot reside almost one-half the population of New England, a population larger than the entire population of the great state of Indiana, almost one-fifth the entire accumulated wealth of the United States is centered here.

The best buying population in the world.

The greatest consumers of manufactured products per capita in the world.

The best schools. The best opportunity for education. One of the finest park systems. The greatest inland water basin in the world.

And We Should Have the Finest Factory System in the World

We have made a good beginning in the new John H. Cross Company plant, Unit No. 1. All around us are the great plants of The National Biscuit Co., The Ward-Corby Bakery, The Library Bureau, The Seaverns Piano Action, Cambridge Silk Mills, Simplex Electric Co., Ivers & Pond Piano Co., Davis Ice Cream co., Boston Confectionery Co., The Potter Confectionery Co., The Lamb & Ritchie Co., metal goods; Whittemore Blacking Co. And near us are Ginn & Co., publishers; Ashton Valve Co., Peter Grey & Sons, Boston Woven Hose, Maple Sugar Company.

ASK FOR DETAILS.

WILLIAM J. ANGLIM

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Complicated Contracts

Any large real estate operator using us for the first time is surprised at the facility with which our department for closing contracts and titles can grasp and handle the complicated "trades" that have been a development of the past ten years.

Operators who know what we can do would not think of entering into such a deal without one of our experienced attorneys to steer them safely through its complications.

You get the accumulated experience of many years and countless transactions when you use us—and there is no charge except the fee for examining the title.

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Municipal, Railroad AND Public Service Corporation *BONDS*

Kuhn, Fisher & Co.

Incorporated

15 Congress St., Boston

Security and Yield

are important considerations in investment selection. We recommend, as satisfying these requirements, purchases of the following 6% Preferred Stocks.

NAME.	At Price To Yield
American Light & Traction Co	5.70%
Tri-City Railway & Light Co.	6.30%
Pacific Gas & Electric Co.	6.66%
Commonwealth Power Rwy. & Lt. Co.	7.05%

Descriptive circulars mailed on request.

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¼ ACRES ½ FOR SALE

At Huntington, L. I.

Beautiful old trees, park system of driveways, water mains and telephones, best of schools, churches and stores. Only ten minutes by trolley to Huntington Harbor. An ideal home in the country, with all the city conveniences. A select community. This property is within the reach of people with moderate means. Terms 10 per cent down, balance easy monthly payments. Visit the property at my expense by appointment.

W. P. HORD, 34 Fifth Ave., N. Y.

TOO LATE TO CLASSIFY

CITY OF BOSTON

STREET DEPARTMENT.

IMPORTANT NOTICE

CHELSEA BRIDGE NORTH

Chelsea bridge north will be closed to public travel on Sunday, November 27, 1910, between the hours of 8 a. m. and 6 p. m.

LOUIS K. ROURKE, Superintendent of Streets.

Boston, November 22, 1910.

The Monitor Is the Paper for the Home

The Kuppenheimer Purpose

To make clothes better than they were ever made before; ✠ ✠

To create better styles than anyone anywhere - always;

To insure individuality without sacrificing dignity;

To eliminate doubt and maintain perfection;

To unite good style with good value - good form with good taste. ✠ ✠



To demonstrate the truth of our claim to perfection in clothes making, you have only to see the newest styles in Suits and Overcoats now being displayed by the better clothiers everywhere

Send for Our Book—"Styles for Men."



The House of Kuppenheimer

Chicago - New York - Boston

The House of Kuppenheimer

Thanksgiving Number

THE CHRISTIAN SCIENCE MONITOR

BOSTON, MASS., WEDNESDAY, NOVEMBER 23, 1910.

Section Eight

Indiana Thickly Dotted With Free Libraries

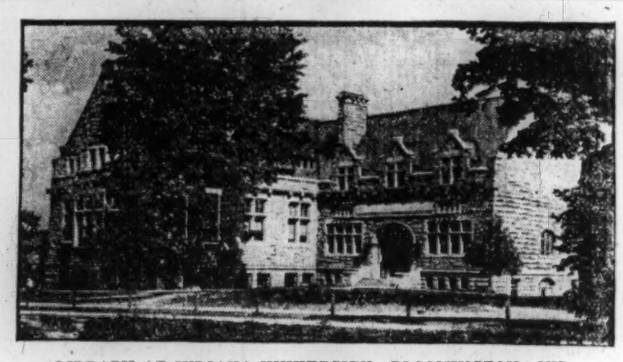
INDIANAPOLIS — "Hoosiers" are proud of many things. Whether it be corn or statesmen, steel rails or makers of literature, Indiana citizens always have a good word for their native product.

Indiana deserves the credit of having begun existence in 1816 with a constitution which made provision for a system of free public libraries. But this is not surprising, although it is a unique case, until we are informed that the system was akin, not to the earlier forms of town libraries, but to one of the very latest forms of library activity—namely, the county library.

This early beginning is not so important for what was really accomplished as for its historical significance. Nevertheless, the libraries established have continued in one or two instances down to the present day, and the old county library has in a great many instances been the nucleus around which a modern library has been organized.

For the origin of the very first library we must look to "historic old Vincennes," at a date that precedes even statehood. The origin of this earliest library is due to a meeting in 1806 of a little group of public-spirited men, including Gen. William Henry Harrison as presiding officer.

A committee appointed at the first meeting drew up a constitution, which was adopted at an August meeting, and the library company was formed. Stock was sold and books solicited and received. Unfortunately, most of the books that were donated in these early days, together with curios which were also received, have disappeared and the state must depend simply upon the records for ideas of the character of this old collection.



LIBRARY AT INDIANA UNIVERSITY, BLOOMINGTON, IND.

Another library established at an early period in the history of Indiana and showing the state's interest in such things, was the state library. Until 1867 this included what is now the supreme court law library.

A feature of library development in this early period—the years before 1850—is found in the Sunday school libraries which were established extensively all over the state by the Indiana Sabbath School Union after 1827. Perhaps the most important part played by all these early efforts—the Vincennes library, the county libraries, the state library and the Sunday school libraries—was to prepare the people of the state for a larger effort later on.

This effort was to take form as a movement for a township library system in connection with the public schools of the state. The moving spirit of the whole scheme of which the township library system was only a minor feature, was Caleb Mills, the man who was to Indiana what Horace Mann was to Massachusetts.

With such a man as leader, public sentiment was ready to ask for a general education clause in the constitution of 1851, and to support further action along the same line when the Legislature met in 1852. Briefly summarized, the township library system amounted to this: A small state tax yielding a sum of nearly $300,000 was spent by the state superintendent of public instruction for books; these books were apportioned, somewhat unsatisfactorily, to the townships, each of which received an average of 30 volumes.

Some of these libraries—they would not be called libraries now, for they were only collections of books—continue down to the present day, in a more or less imperfect condition.

One more library movement is notable before we come to the library of today. William McClure, prominent as an educator and as a supporter of the "New Harmony movement," bequeathed a large sum of money for the establishment of workingmen's libraries. The provisions of the gift were that any society of laborers who would establish a reading room with at least 100 volumes might receive $500 from the McClure fund. This offer was taken advantage of in 89 of the 92 counties of the state. The libraries were doubtless of considerable value for a time, but only one of these has continued to exist down to the present day, and that is in Mr. McClure's own town, New Harmony.

This is one of the most interesting in the state. Endowed in 1838 by William McClure and receiving later donations from his heirs, and others, it kept up a very successful existence until 1894. It was then that Dr. Edward Murphy, who had accumulated a fortune in New Harmony, began his gifts which totaled in the end $140,000. The institute is now housed in a $24,000 building and has a working capital of $100,000. The annual income of about $6000 is divided among the museum, lecture and library funds. Both the museum and the library possess some valuable collections, especially pamphlets and manuscripts on local history.

It is doubtful whether the history of another state shows anything to compare with the four great steps just enumerated in library progress, all of them preceding the civil war. But they were independent steps, and only two or three libraries of importance now exist to bear witness of the early beginnings.

In 1881, after the war was well over and people had regained their normal interest in educational affairs, the modern public library began. For a year or two, only Indianapolis could qualify under the law to establish a public library, but in 1883 the provisions were extended to cities and towns in general. Until near the close of the nineteenth century, however, the growth of libraries was small. Since 1899, when the public library commission was organized, however, nearly all the cities and many towns have availed themselves of the privileges of library organizations.

The largest library in the state is the Indianapolis public library. The collection of books now numbers nearly 150,000, and the circulation during the last year was over 450,000. The total number of borrowers is almost 50,000.

A special feature of the work in Indianapolis is the very close relation between the library and the schools. The library maintains a special department, whose sole function is to aid teachers and pupils in their reference work. The assistant in charge of this department visits public and private schools at least once during the year and talks to the upper grade children, invites them to the library and teaches them how to use the catalogues and books to the best advantage in connection with their school work.

The librarian, Miss Eliza G. Browning, is well known in library circles in Indiana and all over the country. She has recently been elected a member of the council of the American Library Association.

Beginning with this as the largest, Indiana has libraries of all sizes. Some have fine buildings and thousands of books; others have rented quarters and only a few hundred volumes. Some are new and clean; others have an atmosphere that breathes age and dust and scholarship.

The city of Gary, which has had so remarkable and spectacular a growth since its establishment a few years ago, has not forgotten the public library. After some preliminary preparations, the library was opened in a business room down town, Dec. 1, 1908. The librarian, L. J. Bailey, a graduate of the New York State Library school, has already developed a good children's department and made arrangements for branch libraries in the new school buildings. The library is being made the center of many activities, including the clubs and night classes for the study of English. Realizing the special needs of the new "steel city," an effort has been made from the beginning to build up a strong technical collection. The librarian's first report showed that eight per cent of the adult books circulated were from this class—a remarkable testimonial to the practical value and use of libraries.

Although it was opened less than a year ago, the library now has 8000 volumes, 2400 borrowers, a circulation of 40,000 volumes a year, and an annual income of about $12,000. Plans have recently been accepted for a $50,000 Carnegie building.

There are three organizations whose prime and only purpose is to further library advancement in Indiana. They are the Indiana Library Association, the public library commission of Indiana and the Indiana Library Trustees' Association.

The first-named was organized in 1891 at a meeting held in response to a call sent out from the state library. Seven people attended that first meeting, among them being Miss Mary E. Ahern, now editor of Public Libraries; J. P. Dunn, at that time state librarian, now president of the public library commission; Miss E. G. Browning, Indianapolis, and Arthur Cunningham of the Indiana State Normal school. In 1896 the association engaged a professional librarian to conduct a three days institute. It was from this beginning no doubt that the public library commission received its first impetus.

At present the association is planning a new venture. Its "committee on cooperation with the library commission" will recommend at the next annual meeting the establishment of a system of district meetings. It is proposed to divide the state into 11 districts. A committee, consisting of the executive committee of the association and the secretary of the commission, will appoint a secretary for each district, said secretary to be responsible for the activity of his district, and to make a report of meetings to the association each year. At least one annual meeting will be held in each district, at which some representative of the commission will be present.

The public library commission of Indiana is a state department. It is intended to bear a relation to libraries similar to that of the board of education to the public schools. "It claims no control over any library and no relation with any except advisory, beyond the fact that it is authorized by law to call on all libraries for reports for statistical purposes. It has charge of the traveling libraries, which are designed to supplement local libraries to some extent, and to furnish reading matter where no local libraries exist. Schools are entitled to use these on proper application to the commission. It aims to excite and stimulate public sentiment for the establishment of libraries, to furnish advice and aid in their organization, to supply lists of desirable books, to give any information that may be called for in connection with library organization and work and to give training to library workers."

Since its organization 11 years ago, the number of libraries in the state has almost trebled; the number of library buildings has increased by several scores, and the number of librarians and assistants with professional training has grown from 1 to 150.

The other great force working for the advancement of library interests in this state is the Indiana Library Trustees Association. The first meeting was held in Indianapolis last November in answer to a call sent out from the commission office. The purpose of the organization is to bring together in annual convention people who are interested in libraries from the standpoint of the library board. It is only natural that many persons appointed members of library boards should have had little or no previous experience in library matters. This association, holding annual meetings, offers an opportunity for those who are really interested in the library—and nearly all trustees are—to familiarize themselves with methods and policies of similar institutions in other cities.

So far as the writer knows, no other state has just such an organization. Others have aimed at the same results when they organized trustee sections of state library associations, but these sections are usually lacking in attendance and interest because of the fact that the real active work is always left to professional librarians. The plan adopted in Indiana is being watched with interest.

This article has described the development of libraries, given a few statistics and pointed to some of the forces that are working for further library advancement. On thing remains: that is the future. The motto of the American Library Association is: "The best reading for the largest number at the least cost." In Indiana the hope is to see a locally established, locally supported, locally managed library within easy reach of every citizen.

INDIANA LIBRARY FACTS.

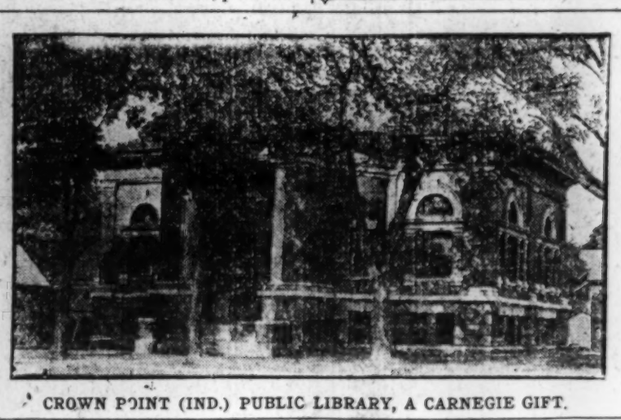
THERE are in the state 130 public libraries; over 150 school and institutional libraries, of which 40 are other than common or high school libraries—a total of nearly 300 libraries.

Of the 88 cities in the state, 62 have public libraries. Two of the remaining 16 have college libraries available to the public under certain conditions. All but two or three of the others report good high school or other libraries.

There are in the state over 75 buildings. The total value of library real estate is more than $2,000,000.

The libraries of the state employ over 300 persons.

It is said that Indiana ranks second among the states of the Union in gifts from Andrew Carnegie for public library buildings. Sixty-four towns and cities have accepted $1,387,000.



CROWN POINT (IND.) PUBLIC LIBRARY, A CARNEGIE GIFT.

ANTELOPE IN 14 STATES.

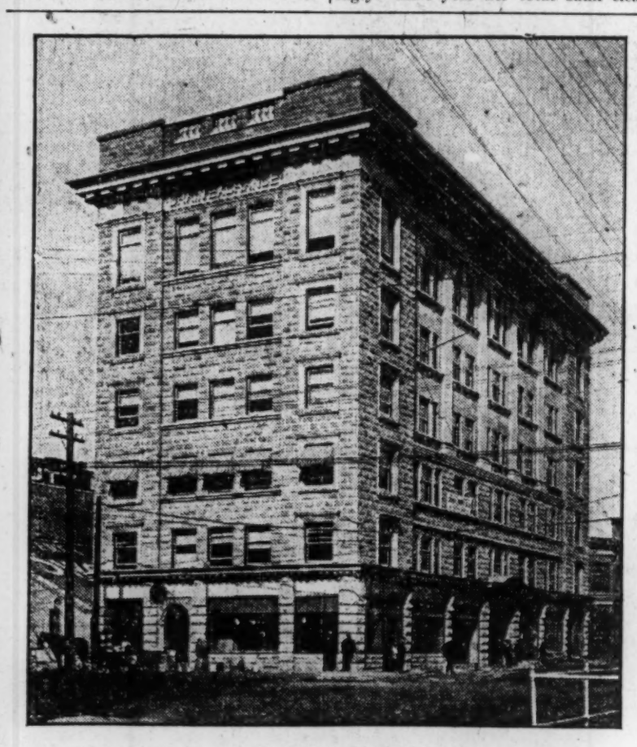
Antelope are found in 14 western states, though the total number is approximately only 17,000.

Calgary Region Has Rapid Growth

City was Indian encampme nt thirty-six years ago.

CALGARY, Alberta—Thirty-six years ago the spot where Calgary now stands, a city of 40,000, is briefly described in historical records as an Indian encampment. Then the sun-kissed plains were unflecked save by the shadows of the nightly pitched tents of the nomad and moccasined Indian, who tonight would be here and in the morning would be trekking away to some favorite hunting ground.

Away to the north stretched in illimitable distance plains unexplored save by the red man, and away to the south where Alberta merges with the sister country with similar experiences vast stretches of virgin soil lay unruffled by human device. To the east the same conditions existed, and to the west the vast province of plain and prairie lost itself in the deep caverns and sky-piercing peaks of the Rocky mountains. All was one vast prairie. Scattered here and there, with scores of miles intervening, perhaps might be seen the shack of some pioneer settler blazing the way for the onward march of civilization.

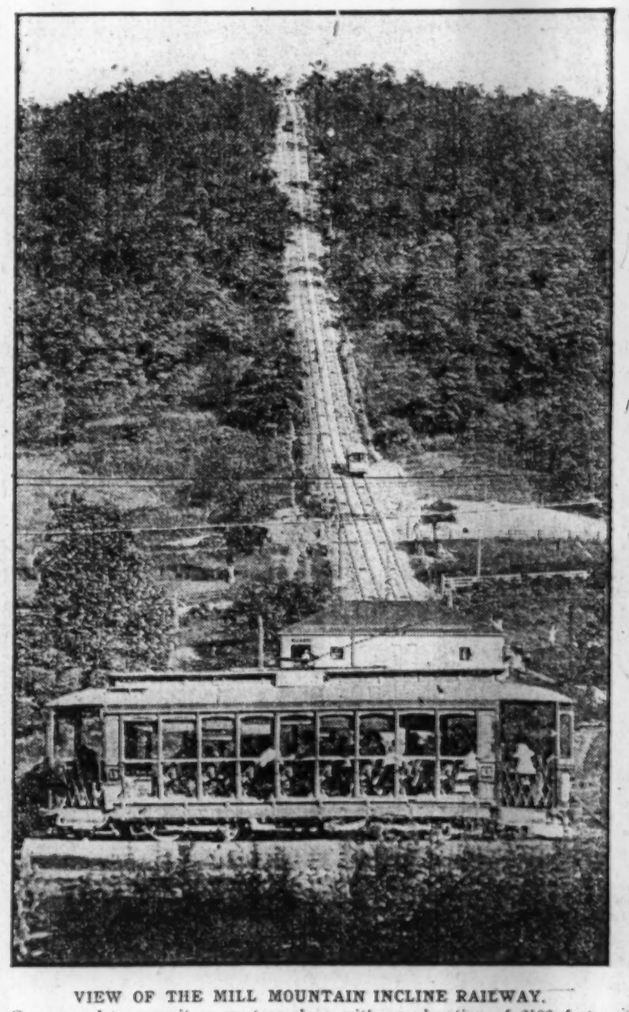


CALGARY GRAIN EXCHANGE BUILDING, JUST COMPLETED.
This structure is typical of the progress of the Canadian northwest.

Short as is the history of Calgary she can point with pardonable pride to a rapid development and a vast increase in population. Thirty-six years ago 40 white men from Ft. Macleod to the south formed the first white population of the city. The little party had its ups and downs, and frequently was in danger of extinction. But in the fall of 1883 the railroad came, located the townsite, and, in a sense, laid the foundation for a greater Calgary. Settlers poured in and in their wake the prairies blossomed and yielded forth abundant wheat harvests. As the result the horizon gradually became dotted with countless rent-free homes. The prosperity of the farmer reflected itself in the fast-growing Calgary; merchants enlarged their establishments, wholesale firms located, manufacturing plants were erected and thousands of homes created until now the city has a population of 40,000. In the past eight years, according to the last census, her population has increased 614 per cent, and her wealth has increased correspondingly. Last year her total bank clearings were $98,754,389, while year by year the wealth of the east and the south is being poured lavishly back into the lap of Alberta and is as lavishly being handed back by the fertile farms and ranches. The 90,000,000 bushels of wheat yield of the western province for the year 1909 represents but a small portion of their capability, for as yet but the surface has been scratched. What she will do in the future can only be conjectured, for with increasing population and advanced methods of agriculture the past accomplishments would be but a meager criterion from which to judge.

Incline Railway Popular at Roanoke

Cars climb mountain that overlooks southern city.



VIEW OF THE MILL MOUNTAIN INCLINE RAILWAY.
Cars ascend to summit on western slope with an elevation of 2100 feet.

ROANOKE, Va.—Since the completion of the Mill mountain incline railway it has proved a great attraction to the people of Roanoke and surrounding territory. Mill mountain runs north and south, the north end being almost perpendicular as it terminates at the Roanoke river on the south of the city.

The ascent by trolley is made on the western slope with an elevation of 2100 feet. At the base of the mountain is the station, in the park of the Roanoke Gas & Water Company. At the summit, overlooking the Virginia valleys with their framework of mountains, is Rockledge Inn. Near the hotel is a search light tower 150 feet high, equipped with a powerful 32 inch lens, which is played upon the city and adjacent country every evening.

Roanoke has grown from a village of 400 in 1882 to a city of approximately 35,000 in 1910. An evidence of progress is the completion of the new First National Bank building at a cost of $250,000 exclusive of site.

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TINTORETTO AND IMAGINATION

By Maxwell Armfield.

IN considering the work of Jacopo Robusti, called Tintoretto or "the little dyer," we must not ignore the tumultuous effervescence going on in the public mind at the time of its production (c. 1512-1594).

Formal theology had been found wanting, and everywhere the greatest minds of the age were stretching out in scientific research, feeling after some exact knowledge which might be demonstrated in everyday life.

The greatest artists, such as Michael Angelo and Leonardo da Vinci were profoundly influenced by this craving and each in his way strove to solve the problem; both expressing the failure which must result from the directions taken. It is, indeed, this unconscious prophetic insight that to a great extent constitutes their claim to consideration. The futility of the human will expressed by Michael Angelo has already been touched upon in a recent review in The Monitor ("Laurus Nobilis," by Vernon Lee). He recognized no law outside himself as binding, and the whole of his work expresses insupportable bondage.

With Leonardo the case is different. He was deeply learned in what is called "natural" law, and his researches into mechanics, aviation and kindred subjects were untiring; the mass of data he collected enormous; but his knowledge seemed merely to hinder his professional ability.

The panels of the simple-minded Angelico, painted with the homely egg-yoke, are still as brilliant as on the day of their completion; while in spite of their researches and secrets of magical compounds Leonardo's complicated arrangements are all lost, blackened or in some way defaced. He did not chafe at any obedience per se as did Michael Angelo, but he obeyed a fluctuant will-o'-the wisp that led him a fascinating but futile dance all his long life, and left him apparently exactly where it found him, as regards his profession. The painter-like qualities of the angel he was permitted to paint into his master Verrochio's picture (in the Uffizzi at Florence) were never excelled in later years so far as we can now ascertain. So that if judged by his works, Leonardo came no nearer than did Michael Angelo to a realization of law which he could apply to his daily problems.

Tintoretto's was a very different nature. Besides being extremely generous he was at heart an intensely religious man and sincere in what we may think was not a very spiritual concept of religion.

His famous phrase, "the form of Michael Angelo and the color of Titian," which he wrote on his studio wall as a constant reminder of his aim, expresses his attitude to a nicety and explains much of his work. He generously accorded to his brother-artists their due, not considering his own individual quality worthy of mention beside theirs.

In his sixth Oxford lecture Ruskin says, "You have these two great divisions of human mind; one content with the colors of things, whether they are dark or light; the other seeking light pure, as such, and dreading darkness as such. . . . I tell you only what I know—this vital distinction between them; the Gothic or color school is always cheerful, the Greek always oppressed by the shadow of death." These two opposing schools Tintoretto set out to unify. That he failed as Turner and every one else has failed was inevitable, for he had no principle or law by which to work, there being no law which opposites can both obey. So that he never achieved that aim. In some of his pictures one quality predominates, in some the other, but they never unite.

But in the more important mental qualities he far outshone both his masters and it is by these individual flashes of clear vision, or inspiration, that he should be judged. Ruskin long ago drew attention to his work as being supremely imaginative, and, not leaving the affirmation there, he carefully explained why and how; for Ruskin was never content to leave anything comfortably vague, he always insisted that the truth about anything could and must be found before it could be properly understood. He knew that there was a law governing the phenomena of imaginative insight and he went to work to find it. He may not have expressed it very clearly or concisely, but he at any rate demonstrated its application to pictorial art to a degree that was most illuminating.

Far from being mysterious or obscure, the evidence of the imaginative faculty is always so clearly and simply given that most of us, accustomed to complex and tortuous methods of expression, are at first unable to understand it.

The dictionary meaning of the word to imagine is "to form a mental image, to conceive." In this definition there is no warrant at all for the popular use of the word as implying creation. If we take the whole picture to be the "mental image" which the painter forms (to form, to give form or shape to—Chambers) we see that there must be an idea to be shaped, and the meaning "to conceive" makes it much clearer that the artist's work is to perceive the significance of an idea already existing and to amplify or unfold its meaning with the intention of showing its relation to others. This faculty of perceiving the significance and relation of things Tintoretto expressed with unusual clarity in spite of his acquired Michael-Angelesque drawing and the emotional appeal of Titian's color-sense.

Ruskin gives as a good instance of his treatment the left portion of the picture of the Annunciation in the Scuola di San Rocco at Venice.

The mother of Jesus is seated (rather uncomfortably) among the ruins of a classic temple, while an elaborate upholstered angel floats in with cherubic accompaniments. So far there is nothing to deserve especial attention, but we soon notice that the left foreground is most unusually untidy, being littered up with a square and other carpenter's tools which lead the eye to the builders busily engaged on a new construction in the middle distance: thus indicating besides the formal idea, its true significance as the inception of the new dispensation. This is a good example of the imaginative treatment of a subject because it is the simplicity and naturalness of the means to which the poignancy of the result is due. Carpenter's tools were the most likely things to have been there and they were exactly the objects that most could help the observer to use the meaning of the incident.

Now when such an idea is detected the expression is seen to be clear as crystal, and any obscurity there may have been is seen to reside in the dulness of the observer's vision; and imaginative work has often been termed obscure simply because of this veil of incomprehension before the public eyes.

It is a significant fact that these flashes of insight so frequent in Tintoretto's pictures are never clouded by the sensuous elements that too often predominate in them. They remain distinct and unsullied, like diamonds in a mud bank. So that we can legitimately hope that in the future it will be possible for painters to avoid the "plain spaces" vacant of idea and to paint only when their vision is sufficiently clear to be helpful in showing others the particular significance which they alone can perceive in their subject.



THE ANNUNCIATION IN SCUOLA DI SAN ROCCO AT VENICE.
Painting by Tintoretto which illustrates his faculty of perceiving the significance and relation of things.

I Was Thinking of You Yesterday!

"Thinking of you"—may seem strange to you why Tom should think of you. You are one of the great public. I don't ask you to think of me every day, the same as I do of you. Facts are, I think a great deal of you. If you knew me you might think a great deal of me. I try to live in such a way and treat everybody I come in contact with so they ought to think well of me, even if they do not think a great deal of me. All I ask of you is to think of me on that one day when you want to buy a new suit of clothes or an overcoat—also think that it is possible for you to save a little money. Think again and know if you do buy of me and in after months you think you did not get your money's worth, I want you to again think of Tom—do me the favor of bringing back your purchase. I won't think twice to make good to satisfy you. I won't make you feel embarrassed when you ask for your rights. I will make you think well of me often afterwards, for I do not look cross when I make good. I sell suits and overcoats at 10.00 to 25.00. My 25.00 garments are good enough for me to wear, good enough for you to wear and a man can look real respectable in one of my 15.00 silk lined suits. I sometimes wear one of them. Now I know if you read this ad that I have got you started on the thinking line, and I know if you live in Chicago you cannot help but think of me when you want to buy that new suit or overcoat, but don't stop your thinking until you stop at my store, inside of my clothing department, and see what you think of it. By the by, it is growing faster than any clothing business in Chicago. As I think of you, please think of me, just think right now to yourself, say it over three or four times, "I won't forget Tom."

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POWER DAM AT MANKATO, MINN., NEARING COMPLETION

MANKATO, Minn. — Construction is being rapidly pushed this fall on the $250,000 concrete and steel dam across the Blue Earth river at Rapidan Mills, about eight miles from this city. It was originally estimated that the dam would be completed by Dec. 1, 1910, although it may be some time later than that before it is in operation.

The electric power and lighting plant to be built at Rapidan Mills by the Consumers Power Company of Chicago, owners of the Mankato gas and electric lighting facilities, will be one of the largest in the state. It is expected that ultimately a number of lines will be run to smaller cities and towns to supply them with electricity for lighting and power. When the dam is completed it will give this section a beautiful lake for boating and fishing purposes.

An unusual feature of the new dam will be a bridge surmounting the structure. It was found when plans for the improvement were being prepared that the backwater of the dam would place the floor of the present bridge at Rapidan Mills 30 feet under water. Accordingly it was arranged to extend cross sections of the dam to a considerable height above the dam proper and construct a bridge thereon. Such a bridge will improve grades that were troublesome to the road authorities in the vicinity of the old bridge.

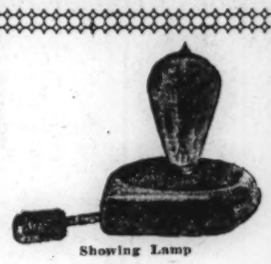
PLAN NEW HOTEL FOR DENVER, COL.

DENVER—It is expected that construction work will start soon on a six-story hotel and store building to be built by Walter F. Rock on the south side of Glenarm street, between Sixteenth and Seventeenth streets.



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For the Users of Electricity



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The FLEXILYTE concentrates your light just where you want it—and just when you want it.

It saves eye-strain and does away with the countless annoyances and inconveniences that one is subject to in a house or hotel where the electric lights are all in stationary fixtures.

Description

Briefly described, the FLEXILYTE is a case containing about 15 ft. of lamp cord, an attaching plug and a crank for winding the cord on the center portion which is a lamp socket. The cord can be unwound to any desired length and held fast by means of a sliding catch.

It is not necessary to carry a bulb, as a standard incandescent lamp fits the Flexilyte socket and may be transferred from any fixture to the Flexilyte case. The attaching plug is also standard and is screwed into the fixture socket after the bulb has been removed.

The Flexilyte case is so designed that it can be placed on a polished surface without danger of marring or scratching.

Attached to the case is a pigskin strap for use when hanging up the Flexilyte.

A shade is provided with each Flexilyte and is made on the collapsible order so that it fits in the bottom of the box when not in use.

The Flexilyte is very neat in appearance, well constructed, beautifully finished and is small enough to be carried in the pocket.

Uses

The uses to which the Flexilyte can be put are innumerable.

For the traveling public it fills a long felt want.

Ladies in the home find it of great convenience while sewing or knitting, writing or reading and rummaging in closets.

It can be placed on the end of a piano keyboard or on the top of a piano.

For men, both while traveling and at home, it is indeed a boon.

For shaving you are able to place it first on one side of the mirror and then on the other.

You are independent of the crowded writing room in the average hotel.

For hunting collar buttons that have jumped under the bed the Flexilyte is a detective that knows no failure.

You will find the Flexilyte at almost all electric supply dealers in your city, at department stores, jewellers, opticians, trunk and leather goods stores and druggists. If they do not happen to have gotten the Flexilyte as yet, we will send it direct to you by express prepaid upon receipt of retail price, which is $5.00.



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Complete With Shade

Iowa's Prosperity Figures This Year Enormous

State produces $621,000,000 in twelve months and makes strides educationally.

DES MOINES, Ia.—The 12 months just past in Iowa were full of prosperity which arms men to defy limitations.

Nature and the Iowa farmer, always in partnership, added to the wealth of the world in 12 months the enormous sum of $621,000,000 in foodstuffs. Sixteen per cent of the swine, 8 per cent of the cattle, 12 per cent of the corn, 14 per cent of the oats and 9 per cent of the barley raised in the United States in 1910 was produced in Iowa alone. This combination of the farmer, the soil and the climate is the greatest industrial event in the state.

Out of this prosperity the people of Iowa are laying the foundation for new institutions. Drake University, threatened with the loss of one of its colleges, appealed to the city of Des Moines for help and was given $160,000. The Y. M. C. A. needed a new building and the same city came forward with an equal amount in 10 days. Other educational and public needs have asked for help with the result that Des Moines, an Iowa city having a population of 90,000, has donated $1,200,000 to the public good in a single year. This is an illustration of the growth of the spirit of helpfulness, measured in money.

The greatest single movement that has come out of Iowa cities in a generation is a growth of 1910. Forty towns and cities have united to "tell the truth about Iowa so aggressively that the nation must know."

This new spirit of community fellowship first found expression in the building of the now famous "river-to-river-road." The Capital, a Des Moines newspaper, proposed a plan for "the best dirt road that can be made by grading and drainage." A good roads convention made up of delegates from the state at large adopted the idea and a month later it had crystallized into a fact. As an object lesson of achievement, it stands out as one of the great things of the year.

Along with the movement for good roads has come a determination to make more farms and better farms through definite instruction of the farmer. Last year a few counties had short agricultural courses for the benefit of the farmers within reasonable distances of the county seat. The instruction is by professors from the State Agricultural College at Ames. In counties where the short courses have been held regularly for a period of years the yield of corn per acre has been increased 10 bushels. In these courses men are taught how to judge and select seeds, how to grade grain, how to cultivate the soil to the best advantage, how to determine the kind and character of fertilizer where any is needed, also how to handle the growing crop. Scientific seed selection alone has been known to increase the corn crop from 10 to 30 per cent. This year has witnessed the first state-wide interest in the short course as an aid to practical farming. Next year will see the beginning of short courses in every country instead of only a few.

In the railroad field the work of the new management of the Chicago Great Western railway is the one event of first importance. This property had gone through repeated receiverships and reorganizations and was utterly unable to render proper service to its territory. When the new management, with S. M. Felton as president, acquired control $18,000,000 was set aside to be spent in three years in the complete rehabilitation of the road. Grades are being reduced, double track laid between Chicago and Olewein, Ia., new terminals provided in St. Joseph, Mo., and new ties and new steel between Des Moines and Kansas City. Seven hundred and fifty-six miles of steam road in Iowa will be restored to efficient condition as a result of the change.



THE LARGEST CELERY FARM IN IOWA.
Scene shows the process of bleaching the plants on the farm of George W. Griffith.

The agricultural wealth of Iowa is the basis of all trade, all railroad building, all colleges and schools, all travel and all progress. From it comes the greatest things in the state, year after year. The year 1910 has been no exception to the rule. The movement of the people toward small farms has been a distinction of the last 12 months. Ten-acre farms are destined to become popular. Four acres of celery have brought the owner a net return of $3000. A ten-acre farm built improvements costing $10,000 in seven years. An acre in the city of Des Moines furnished the living for a family. It is the multitude of these little things—the uplift of many families—that makes up the great things of a great state.

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LITTLE WEST VIRGINIA IS BIG AS FIELD OF MINERAL WEALTH

PARKERSBURG, W. Va.—West Virginia is one of the smallest states in the Union, yet its mineral products in round numbers equal in value the entire gold production of the United States and its territories, the state ranking fourth, in the aggregate value of its mineral production, among all the states and territories.

The petroleum and natural gas produced in the United States exceed in value all the gold, silver, lead, zinc, quicksilver, aluminum, nickel, tin and platinum produced in the nation. And in the production of petroleum and natural gas West Virginia is exceeded only by Pennsylvania. The coal produced in the United States exceeds in value all the metal products of the country, including iron, copper, gold, silver and other minerals. And in the production of coal West Virginia is the second state in the Union, being exceeded only by Pennsylvania.

About one twentieth of all the mineral products of the United States and its territories come out of the little state which was torn from the Old Dominion by the civil war and which is now less than 50 years of age. The value of its mineral products gives little idea of the marvelous natural resources of the state. Although second among all the states in coal production, Edward W. Parker, statistician in charge of mineral resources of the United States geological survey, estimates that the coal supply still available in the mountains of West Virginia is equal to 3500 times the production of 1908, the last year for which the geological survey has official figures. In other words if as much coal is mined in West Virginia every year for 3500 years as was taken out in 1908 it would then be exhausted. According to the same statistician, although coal has been mined in West Virginia every year since the formation of the state in 1863, there remains unmined 99.5 per cent of the state's original coal supply.

Minnesota with all its iron, Colorado with its gold, Montana with its silver, Arizona with its copper, Missouri with its lead and zinc must all give way for West Virginia, which produces more of nature's treasures each year than any one of them. The gold of Colorado, the greatest gold producing state in the Union, and the silver of Montana, which leads all the states in silver production, together do not equal the value of West Virginia's output of natural gas and petroleum. All the gold of Colorado, Alaska and California produced in a year will scarcely equal in value the West Virginia output of coal within the same period.

Of the nine minerals which head the list of important minerals produced in the United States, and which aggregate in value fourteen fifteenths of the entire mineral output of the United States, most important of all as determined by value of production is coal, followed in order of value by iron, copper, clay products, petroleum, gold, building stone, cement and natural gas. All of them, except copper and gold, are commercial products of West Virginia.

West Virginia coal is used largely on battleships and the big ocean liners for steam-generating; in the form of coke it is used by many of the largest steel and iron plants in the country; it is shipped east, north, south and west for steam and domestic purposes. Thousands of men are employed at the mines making coke of the coal and utilizing its by-products. According to United States engineers, the Ohio and Mississippi rivers, on which much of the West Virginia coal is shipped to southern markets, afford the cheapest transportation in the world, coal being transported on these waters at a cost of less than a tenth of a cent per ton per mile.

While much of the petroleum produced in the state is refined at home, the majority of it is pumped through pipe lines to eastern refineries, one line extending direct from the Ohio river to Philadelphia, while pumping stations at intervals along the way keep the oil moving.

Natural gas from West Virginia is used in the homes and factories of Pittsburg, Cleveland, Columbus and Cincinnati, as far east as Cumberland, Md., and pipes are being laid to carry the gas to Baltimore.

According to state statistics, the coal produced in West Virginia in the year ended June 30, 1910, was approximately 60,000,000 tons, of an average value of almost $1 a ton. According to the United States geological survey, the figures for 1908 showed a total value of mineral products for the state of $77,486,737. The principal items in this list were coal, petroleum and natural gas, and clay products. Figures on coal alone for 1909 are sufficient to bring this aggregate up to almost $100,000,000, with the increases in the other items not yet known.

Aside from its mineral resources, West Virginia stands first in the value of its timber, has the largest apple and peach orchards in the world and produces and ships to London or Liverpool much of the famous "roast beef of old England." It is rapidly becoming a manufacturing state and is already the home of many multi-millionaires scattered in various portions of the state. In spite of its size and youth, it is fast assuming a place as one of the more important states of the Union.

EUROPE'S MINES THE DEEPEST.

The coal mines of the United States are not so deep as those of England and Belgium. The deepest of the American mines are hardly more than 220 feet, while in England some of the mines extend 3600 feet below the surface, and in Belgium there are some which reach a depth of 4000 feet.

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Population of Winnipeg

1902	48,411
1904	67,202
1906	101,057
1908	128,000
1910	150,000

(20,000 population in suburbs)

Business Growth

WINNIPEG BANK CLEARINGS.

1902	$188,370,003
1904	294,601,437
1906	504,585,914
1908	614,111,801
1909	770,649,322

Total Assessment

WINNIPEG REALTY VALUES.

1900	$25,077,400
1902	28,615,810
1905	62,727,630
1906	80,511,727
1909	131,402,800
1910 Tax Rate 10.80 Mills	157,608,220

Building Growth

WINNIPEG BUILDING PERMITS.

1903-4-5	$26,264,500
1906-7-8	24,444,300
1909	9,226,325
1910 First six months	9,835,500
Total past 7½ years	$67,770,625

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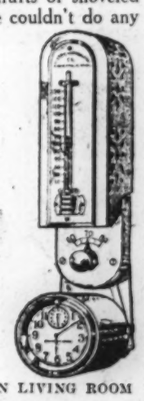
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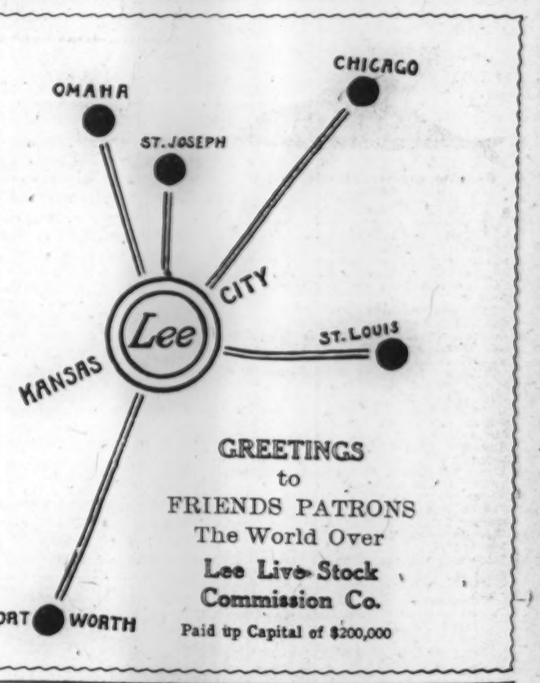
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THE STORY OF THE MERRIMAC RIVER

By George Waldo Browne.

MANCHESTER, N. H.—New England has many notable attractions for the traveler in quest of scenic wonders, but its crown and glory is the state of New Hampshire, with its snow-crowned mountains, its broad lakes, babbling brooks and noble rivers. Of the latter class none surpass in natural interest and industrial importance the Merrimac, known to the aborigines as Kaskaashadi, "the Broken Waters."

The source of this stream is in the Franconia mountains, which belong to the great Appalachian chain, the highest of this group being Mt. Lafayette. Within sight of this peak stands the new, spacious hostelry, the Profile house, while only a short walk from this noted summer resort is a remarkable attraction—the Great Stone Face, or the Old Man of the Mountains. Twelve hundred feet beneath this sphinx-like countenance, measuring 80 feet from chin to crown, lies a secluded sheet of clear water called the Old Man's Mirror, or Profile lake. In this beautiful fountain, hallowed with the most sacred traditions of the mountains, the Merrimac river has its source. Dashing with childlike glee from its cradle in the hills, gliding swiftly down rocky stairways, flinging its legions of snowy caps high in air where its onward current is disputed by huge boulders, anon winding through peaceful meadows like a silver band, making a descent of 6000 feet in 200 miles, the constant song of its rushing current is the melody of industry, the unending roar of its waterfalls the voice that calls men to work in thunder tones. Notwithstanding it is small in size when compared to the great rivers of the world—the Amazon, St. Lawrence, Mississippi, Yang-tse-Kiang of China, and others—it turns more factory wheels, lights more forge fires, swings more hammers, keeps busy more hands of art and toil than any other river that runs to the sea.

Midway in its course it receives the offering of the Winnepesaukee, "the Lake of the Highlands." Situated in the heart of the commonwealth of New Hampshire this magnificent body of water, abounding with an island for every day in the year, is surrounded on all sides by undulating hills, valleys and mountains, reminding the tourist of the far-famed scenery of Switzerland. A wealthy American, who has traveled extensively, recently exclaimed while residing near this lake for the summer season: "It is the finest lake, in my judgment, in the whole world, if I except Lake Lucerne, Switzerland. The size is about the same, but mountains are not quite as high."

The outlet of this lake is on the southwest shore at The Weirs, a noted summering place, where passenger and mail steamers make their regular passages across this inland sea. At the junction of this stream with the main branch of the Merrimac begins the unbroken series of manufacturing industries along its banks, a water power aggregating over 100,000 horsepower. Its importance as a manufacturing factor is proved by its output of one sixth of all the cotton and wool carpets, one fifth of all the woolen and cotton goods, and more than one fourth of all the cotton fabrics made in the United States. Including its tributaries the Merrimac drains over 5000 square miles of country.

Eleven cities, all manufacturing centers but one, are the direct outgrowth of this river, and the valuation of their annual production is as follows: Laconia



THE OLD MAN OF THE MOUNTAINS.
Directly below this famous attraction is Profile lake, source of the Merrimac river.

$2,389,202, Franklin $1,708,889, Concord $5,357,408, Manchester $26,607,600, Nashua $11,037,676, Lowell $44,772,525, Lawrence $44,703,278, Haverhill $24,937,073, Amesbury $3,898,251, Newburyport $5,685,768. Besides these are numerous large villages and smaller towns with aggregate manufacturing interests reaching into eight figures that have found life and power in this noble river and its connecting streams.

Along the last 100 miles reside considerably over 1,000,000 people engaged in manufacturing or agricultural pursuits, more than 200 persons to a square mile and unequaled in density by any part of the United States except the valleys of the Delaware and Housatonic. Rightly used the power of a river is like the power of a good man, giving proper direction and sustaining vitality to all who need help. In this respect Amoskeag Falls claims special attention. Here the



AMOSKEAG FALLS OF THE MERRIMAC AT HIGH WATER.
The perpendicular descent is 45 feet, making it one of the most noted of water powers.

river makes a sudden plunge of nearly 50 feet. It has always been a noted place. In the days of the aborigines, it was widely known as a great fishing place, from which fact it gets its name. Upon its banks was fought many a sanguinary battle for its supremacy and long was it debatable ground.

The earliest comers of the Europeans called it a "hideous water-fall," but it was soon looked upon with greater delight, when the white men began to appreciate the latent energy stored in its tumbling waters. A saw mill was built and the primeval forest cleared away. Then the border wars that were fought with the dusky sons of the wilderness over, the newcomers began to turn their attention to more peaceful pursuits, and eventually a cotton mill, one of the first in the country, was erected here. From this humble beginning has grown one of the largest manufacturing plants in the world, the Amoskeag Manufacturing Company, which employs 15,500 operatives; has an annual pay roll of $6,200,000, and makes 256,873,750 yards of cotton and worsted woven a year, 235,873,750 yards of this vast amount being cotton goods alone. Besides these products there are great amounts of other goods manufactured. An average day's output is 486 miles of cloth and 50,000,000 pounds of cotton and 15,300,000 pounds of wool are consumed a year. The floor space of these buildings occupies 137 acres.

Numerous other industries have sprung up in this city, not the least among them being shoe manufactures, about 15,000,000 pairs of shoes being made each year. This city received its name in 1810 from that of Manchester, England, one of its founders, the Hon. Samuel Blodget, a pioneer of progress in northern New England, having predicted that it would eventually rival the great manufacturing city by that name in Great Britain. Its rapid advance and growth is the proof that he was a good prophet.

It was in the mills of the Merrimac that the first power loom used in America was put into successful operation by one Phineas Adams. In fact, the beginning of manufacturing in this country may be said to have started here, and when the manufacture of the goods they proposed to put on the market was in its infancy in England, then in the lead of the manufacturing interests of the world.

In addition to the valuable assets of its water power, giving employment to hundreds of thousands, the Merrimac is also a rich agricultural country, and some of the finest homesteads in New England have been developed within sight and sound of its waters. Not alone has it been favored in the products of its natural resources, but here have been born and bred some of the strongest and noblest of our men and women. In its pioneer period we find such as Col. John Goffe, a descendant of the English regicide and hero of the French and Indian war; Dr. Matthew Thornton, a signer of the Declaration of Independence; Gen. John Stark, of Bennington fame, followed by a long list of illustrious persons, among whom may be mentioned Horace Greeley and Daniel Webster. On the bank of this river was born the Rev. Mary Baker Eddy, the Discoverer and Founder of Christian Science. Her ancestors, both maternal and paternal, were among the early colonists of this vicinity.

The discoverer of the Merrimac was that gallant voyager of the new world, Samuel de Champlain, who sailed along its mouth in the summer of 1605. The traditions of the Norsemen in the Saga of Edric speak of a river whose description agrees with that of the Merrimac, though their accounts are too vague and incomplete to be accepted without a doubt. That prince of adventurers, Capt. John Smith, sailed along the shore where the river finds the sea, and its course is rudely indicated on his map of New England. According to tradition an escaped seaman from one of his ships was the first European to push into the interior of the country as far as the falls of Amoskeag, and that was six years before the Pilgrims landed at Plymouth rock. However this may be, the Merrimac has more history than any other river in New England. The story, in its details, is a checkered one, abounding with strange adventures, remarkable progress and a glad outcome.

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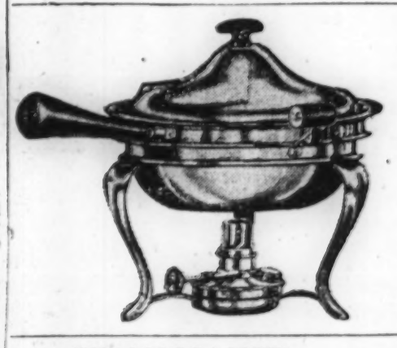


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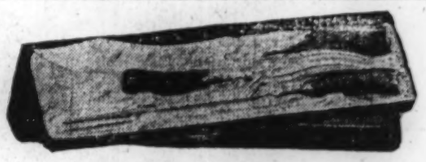
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THE MONITOR IS THE PAPER FOR THE HOME

FASHIONS AND

LINGERIE COLLAR IN SAILOR SHAPE

THE popularity of the satin sailor collar on the jackets of this winter has started girls to making lingerie collars in the same shape for their one-piece frocks and blouses.

If a girl wants something dainty for Christmas, she will find them acceptable gifts. The new sailor collar differs from the old one in that it does not reach the armhole. It is longer than it is wide, and many reach half way to the waist line.

The linen that has a faint tint of age as though it had yellowed in the cedar chest is the best kind to use for these collars. The deep ivory tone is considered better than white. The embroidery is dainty, even if done in the Chinese fashion, says the Chicago Inter Ocean.

The edges are not scalloped, but overcast with a heavy buttonhole stitch. Some are bound with black satin. These have square fronts, and when worn are finished with a cravat of satin or velvet ribbon.

It will remain the fashion to go without the stock, and these wide collars are a graceful adjunct to a dark gown.

SAVE OLD LINEN

NO OLD linen should ever be thrown away. It is one of the most valuable assets of the housekeeper.

When sheets wear away in the middle cut them down the center. Put the two outside edges together so as to form a seam and hem the outer thin edges.

Old huckabacks make an excellent polishing cloth for plate. For wiping delicate china old linen has no equal.

Old muslin curtains should be well boiled to free them from starch. The muslin makes good bags for tying up herbs and spices in soups and stews, while, if the meshes are not too large, it will be found the very thing for straining sauces and gravies.

Salt bags should never be thrown away. Well boiled to remove the dressing the material contains they will be found to provide really very useful jelly bags.

WOMAN WHO IS WELL DRESSED

Good taste and some other essentials.

TO dress in proportion to one's income, in accordance with one's position and age, and appropriately to the occasion are among the essentials which characterize a well-dressed woman. No one is respected who dresses more expensively than her income will permit and who seems to carry all her worldly possessions on her back, says the Ladies' World.

Good taste is in avoidance of showy, conspicuous clothing, elaborate trimmings, or exaggerated fashions. A woman of refinement does not appear to be conscious of her clothes. She wears them with ease and grace. She attends scrupulously to each detail of dress before leaving her room and then gives no more thought to the matter. In a word, a well-dressed woman's clothes should seem of less consequence than the wearer.

It is important to choose the color, style and material suitable to age, complexion, figure and height, and not to imitate the dress of another person, the style of which may be unsuitable to the imitator. The careful adaptation of fashions to individual requirements is a serious consideration.

Absolute neatness in dress is an essential. Gloves, neck-accessories, shoes and hats should be fresh. Gowns should be in perfect order and well-brushed. Undergarments should be as fresh and neat as gowns and hats.

A tailor-made dress of dark color and durable material is necessary for street wear, for church, shopping, informal morning visits to intimate friends. Gloves of tan dogskin, or of undressed kid, gray or tan, calfskin boots, a hat not too large, are appropriate with a gown of this sort.

In winter a gown of fine cloth is worn when going to day weddings, luncheons, afternoon receptions or card parties; a more dressy hat is used than for morning wear; white kid gloves and patent leather shoes complete the attire. Gloves are taken off when taking one's seat at a "sitting-down" wedding breakfast, a luncheon, or card party.

When having "days-at-home," dresses high in the neck are worn. Young women and girls wear chiffon-cloth, silks or fine woolen fabrics in pale colors. Older women wear darker gowns or handsome black gowns.

SHORT CHAPTER ABOUT WORDS

Some mistakes that are frequently made.

THE frequent misplacing of the word all changes the meaning of a sentence if the construction is considered narrowly, writes Rossiter Johnson, author of "The Alphabet of Rhetoric." The error is always in connection with a negative. Thus when Lamb wrote, "All valentines are not foolish," he did not mean to say that all valentines are sensible, but, strictly considered, that is what he did say. If he had written, "Not all valentines are foolish," the negative could not be construed as applying to any word but "all," which was his intention. It is true that the incorrect collocation seldom misleads the reader, but it is quite as easy to make it correct.

Antiquarian—This word is an adjective, but it is very commonly used erroneously as a noun. A person who delights in antique things is an antiquary, and his tastes are antiquarian.

Appear and seem—A careful discrimination in the use of these words would confine seem to the speaker's sensations or consciousness, and appear to the manifestations of outward things. Thus, if a pupil were listless the teacher might say, "John, you appear to be dreaming," and John might answer, "Well, sir, I seem to myself to be dreaming," and both would have spoken with exactness. The expression "can't seem" is never excusable. When one says, "I can't seem to finish that work," he says (if literally interpreted) that he cares merely to produce an appearance of finishing the work. He should say, "I seem to be unable to finish that work."

At length—There is a common use of this expression in cases where at last, or finally, would be preferable. When a long series of events has led up to the one mentioned it is pertinent to introduce it with at length, but this discrimination is not usual. It is better to say at last, or finally, and reserve the other phrase for such use as, "He then told the story at length"—that is, did not abbreviate it.

At the time—These words, frequently, added to the mention of an act, are superfluous. The context and the tense of the verb almost always show us at what time the action took place. If we write, "When Joshua called, Susan was cutting bread and butter," we need not add at the time. Nor do we need to write, "At the time when the battle of New Orleans was fought, the treaty of peace had already been signed."

Beg leave—For this expression one may plead immemorial and constant usage, yet it may easily be replaced by a better one. It has too much the sound of servility, where none exists or is intended; and if it were taken literally, the beggar should not do that which he proposes until he receives the leave that he begs for. It is better to say, "I am obliged to differ with you" than "I beg leave to differ with you"—better to say, "I have the honor to announce," or "I take this occasion to announce," or "It gives me pleasure to announce," than to say, "I beg leave to announce," etc. Perhaps this is only a personal preference—call it prejudice if you will. Every reader is at liberty to continue declaring that he begs the leave which he does not wait to get, and in that he will have abundance of good company.

Case—We all say case frequently when we mean instance. Case is a generic term; instance a specific. Thus we say, "That was a case of absent-mindedness," when we mean "That was an instance, or example, of absent-mindedness." It would be proper to say, "In case of real need, help should be given; but in this instance (not case) there is no need."

FRENCH SERGE

Princesse gown trimmed with silk and with braid.



PRINCESSE and semi-princesse gowns will be much worn this season, and here is one that is adapted to almost all seasonable materials. In this case fine French serge is trimmed with silk and with braid, and made with gimps and portions of lace; but for more dressy occasions, the same model would make up prettily from crepe de Chine, messaline or one of the new satin finished henriettas cloths. Velvet is to be extensively used for gowns of the sort too, and the light weight sorts tuck most successfully.

This gown, made of chiffon velvet and trimmed with bands of fur, would become completely transformed. It would be exceedingly handsome and in the height of style, and the model suits that material, light weight silk and the serge illustrated equally well.

For the medium size will be required 11½ yards of material 24 or 27, 7½ yards 36 or 6½ yards 44 inches wide, 3 yard of all-over lace, and 1½ yards of silk trimming, soutache according to width.

Pattern (6782), sizes 34 to 42 inches bust measure, can be had at any May Manton agency or will be sent by mail. Address 132 East Twenty-third street, New York, or Masonic Temple, Chicago.

USE OF PICTURE POST CARDS

Collection may give both pleasure and profit.

THE aftermath of the summer vacation is the post card, dozens and dozens of them. What to do with them is often a puzzle. The books with places for two or three hundred, which when they first came out seemed so ample, have been filled and refilled. Their bulky dimensions are big for most bookcases, the cards are, many of them, too pleasing to throw away, but carelessly tucked away in books or boxes they are of little use and much in the way. There are several ways of keeping the cards. The post card fad is sensible, if conducted in a sensible way.

One young woman who is fond of travel and history makes a point of getting cards of all the interesting places she sees. These she arranges in groups in her album, outlining her trips. On the backs and on the margins of the face she writes dates, names of those she was with at the time and any other detail it interests her to put down. Thus she can follow any given trip or outing of hers in the last seven years by means of her cards. They recall to her many incidents she would otherwise have forgotten, and by means of them she has given much pleasure to friends, who love to gather about her and hear her graphic accounts, helped out by her cards, of what she has done and seen.

Still another possessor of many post cards, some of which she has gathered herself, but by far the majority of which have been sent her by friends, has arranged them in groups, taking them by states from Maine to California. She enjoyed receiving the cards, seeing pictured on them the things her friends were enjoying, but did not realize how much she was getting out of them until she came to arrange them in this way, leaving space for additions. Beginning with New England and its separate states, she saw its mountains, its seacoast, its cities, its institutions of learning, and its history spread out before her. On she went through the Middle States, the South and out to the Western coast. In the South were the wonderful moss-draped trees, the luxuriant foliage, its cities with their difference of architecture and construction, so like and yet so unlike their sisters of the North; the activities of the South, its people, its customs and its history, opening up a wealth of idea before undreamed of. So with the West and other sections of the country. The cards revealed to her characteristics and conditions of many kinds she had not known before, or knowing had forgotten. A second book on foreign views she has arranged in the same way. The cards are an education, she finds. She will often stop and read an article in newspaper or magazine because it in some way relates to a card in her collection.

A third person has chosen to arrange her cards in a file as a card catalogue, classifying them first under countries, subdividing them if there are enough cards to warrant it and then placing them alphabetically according to cities or subjects. This method is not quite so pleasant when one wishes merely to look at the cards, but it is excellent for reference, and that is what the owner of these cards wishes them for. It is also a great saving of space, an item of no small moment in these days of small apartments.

A library in an Ohio town has asked its patrons to send cards to the library that it may preserve them for reference. These are filed and have proven valuable aids to the library's work.

Collections of reproductions of famous paintings or other works of art are general among those who are interested in such subjects.

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NATIONAL BISCUIT COMPANY

VELVET BLOUSE BEAUTIFUL AND IN VARIED FORM

WITH a little remnant of velvet there is possible in this season of allied materials a modish blouse that is warm and in nearly every case good looking, and that fits in with the tailored suit for afternoon wear with decided success.

You have certainly noticed how the velvet blouse has crept to the front of shop windows and showcases, says the Philadelphia North American. It appears in wonderfully varied form and just as beautiful as it is varied; the main feature is the lack of fulness. The newest velvet blouses fit the figure snugly and have successfully eliminated all unbecoming bulk at shoulder line and belt.

The shoulder line is smooth because of the sleeves and bodice in one piece. This very easy pattern has found many followers in the fall fashions and bids fair to carry us through the winter.

Frequently velvet is combined with net, chiffon or mousseline in the same shade. The blouse portion is brought up over the net yoke foundation in points or in the favorite bib effect modified at the upper line.

Braid is good trimming for blouses of velvet. Broad silk braid is the newest suggestion from Paris, although narrow flat braid is combined with buttons to give a military trimming that is in all cases becoming.

The velvet blouse holds a monastic power in its color and line. It practically suits any demand for dressy afternoon wear. The transparent yoke, and usually the cuffs to match, give a relief at the throat and arms, while the rich velvet on the other portions of the bodice contribute an unmistakable stylish touch.

Popular Hats

Not in years has a fashion appeared that has met with such instant favor as the smart small hats called Tyroleans. They fit the head so comfortably, they are so chic, and above all, they are so becoming to young faces, that they have become one of the most approved fashions.

THE HOUSEHOLD

CHOICE OF FLOOR COVERINGS

Series of articles intended to aid in a wise selection.

V.—MATTINGS, CHINESE, JAPANESE AND DOMESTIC.

SO wide-spread was the popularity of matting as a floor covering 10 years ago that fully 1,000,000 rolls of it, 40 yards to the roll, were imported into the United States annually. Today not half that quantity is brought over.

The advent of the rug created an almost universal demand for matting to cover floors all over the house which had previously been hidden by the carpet. In cities especially the hardwood floor and latterly linoleum, for the upper rooms of the house, have greatly reduced the call for matting. Its use is confined chiefly to country towns, suburban cottages and summer homes.

Matting forms a pleasant background for rugs and is easily cared for, but it does not stand hard service and the odor of the straw while being fresh, clean and pleasing to some nostrils is offensive to others. However, those who like matting like it immensely. With a soft lining, it is pleasant to the foot, and some people have never come to like the hard resistance of a wooden floor or the stud-shoes of this country. In Japan the shoes are never brought into the house, but always left on the doorstep. This floor covering serves the Japanese at night as a bed.

Efforts have been made to grow the straw and manufacture the goods in this country. The United States agricultural department has experimented with the straw at several of its stations, but without success. Next, straw was imported and woven in this country, the matting being superior in some respects to the original, but the cost of American labor made it impossible to compete with the coolie production, and further effort was abandoned, especially as the revised tariff greatly reduced the cost of the foreign article.

Since then the grass of the western prairies, tough and wiry, has been successfully woven into mattings and rugs and even used in the construction of furniture. It is surprisingly serviceable and very effective, having that finished roughness in keeping with the decorative



(Courtesy John H. Pray & Sons Co.)

MOST EXPENSIVE JAPANESE MATTING, MADE IN RUG FORM AND BRINGS $2.00 A YARD.

den contrast of stepping from a rug to a polished surface. For summer homes it is cool and clean looking, for cottages suitable and unpretentious yet in perfectly good taste, and in chambers it is cooler than a bare floor with a few rugs scattered over it, while its straw surface is easily cleaned with a little water which is a desirable thing in a sleeping or dressing apartment.

Mattings are native to China and Japan. Chinese mattings are stronger and more durable than the Japanese, but coarser in appearance. They are woven on hand looms roughly constructed and the straws are thrown into place separately by hand. Practically all the matting now coming from China is jointless and made in one piece, the better grades palmed or whipped by hand. The designs are usually small blocks in two colorings, although sometimes three or four colors are used. Plain white matting is made in all the qualities. China mattings bring from 20 to 50 cents a yard.

Japanese mattings, being made of a small and more flexible reed than the Chinese, are capable of being woven into more elaborate patterns, and the Japanese looms being more up-to-date, this is made easily possible. There seems to be no end to the ingenuity of the Japanese in weaving their characteristic quaint designs and these are generally used throughout chambers where a dainty effect is desired. The former high tariff practically prohibited the importation of hundreds of choice designs that can now be brought in under the new tariff and sold at a reasonable price.

The Japanese are somewhat higher than the China mattings, running from 20 to 75 cents per yard. The mattings brought to this country are different from those used in the home country. The latter are of fine texture on the surface, but have a thick, heavy back. They are made into rugs, three feet by six, that fit into little compartments which form the floor of the native dwelling. They afford a soft springy surface upon which to walk, but would be cut easily by the furniture and leather-soled

idea so popular just now. Contrary to all other fabrics, its pattern is made by the warp. While more expensive than the cheaper grades of the Chinese and Japanese mattings, it is less expensive than the better grades of either.

Fiber matting is manufactured from paper and is sometimes combined with a touch of wool. It is durable as mattings go and brought out in some good designs. It sells at 60 cents a yard.

All these fabrics are made into rugs of various sizes from 18 inches by 36 inches to 9 feet by 12 feet, or larger if desired. For use on verandas, nothing more serviceable can be found.

While mattings may be said to have had their day, they have a beauty of their own shared with no other, and the canons of good taste are not violated when individuals or particular conditions decide for it in preference to some material more generally accepted as correct.

Chiffon and Crepe

A gown, typically French, is of wistaria chiffon cloth over crepe meteor of the same shade. It is cut square in the neck and finished by a flat collar of white chiffon over pale pink silk almost flesh color, with lace allover for yoke. The skirt is snug and clinging, the tunic caught up in several places with big silk buckles. Sleeves are short, bodice and sleeves in one piece.

Dark Blue and Plaid

A dark blue etamine over brilliant plaid silk is one of the new fashion ideas, a broad band of the silk finishing bottom of the skirt. The surplice waist is edged with accordion plaiting of etamine, the cuffs are of silk. The width of skirt at the bottom is less than two yards.

THANKSGIVING DINNER

The modern feast and that of our grandmother's day.

WHILE collecting and cherishing old china, furniture—anything and everything relating to the lares et penates of our Colonial forefathers, we have been gradually losing sight of the original Thanksgiving dinner—the "smiling plenty" that graced every Thanksgiving table throughout the land, writes Julia Sedgwick King in the Delineator. We now sit down to a table bare of food—save olives, bonbons and salted nuts—there is an abundance of "things" on the table, flowers, cut glass and silver galore, but it is a "still-life" picture in contrast to the "action" of the bountiful, hospitable Thanksgiving dinners that were served on our ancestral dining tables.

Then the feast that "moistens the lip and brightens the eye" with its promise of pumpkin pie, was assured, and everything was on the table in tempting array. Now, we "know not what's before us"; the courses appear in formal grandeur; even the turkey, if it is on the bill of fare, is carved before it leaves the kitchen and passed around in up-to-date, approved style.

Here is a menu of a modern Thanksgiving dinner:

Grape Fruit
Strained Chicken Gumbo Soup Celery
Fried Oysters Crabs with Whitebait
Quartered Lemons
Roast Turkey with Chestnut Dressing
Cranberry Jelly
Bermuda Potatoes Cream Sauce
Stuffed Peppers
Tomatoes and Watercress with Mayonnaise
Biscuit Tortoni
Angel Cake Coffee

Alas! Only the turkey left as an apology for the original dinner. Think of biscuit tortoni and angel cake usurping pumpkin and mince pie and raised doughnuts! Think of tomato salad, Bermuda potatoes and stuffed peppers taking the place of the home-grown vegetables of the farm! Thoughts turn backward and the mouth waters for the boiled onions with cream sauce, mashed potatoes and turnips, old-fashioned chicken pie, as indispensable in olden times as the turkey; ham boiled in cider and stuck full of cloves—of which it was said, "A very small portion is especially good with the rich meat of the turkey"—and then—the dessert of fond memories!

Would it not be worth while for those who stand for Americanism to cherish the original Thanksgiving dinner with its traditional menu? Make it the feature of the day, serving it at noon, and, as far as possible, making it the immovable feast, as informal, hospitable and sociable as in our grandmothers' time.

Look up the ancient cook books and follow grandmother's time-honored rules—they were rich and took lots of eggs, butter and other expensive good things, but Thanksgiving comes but once a year.

According to memory and tradition the menu should contain the following:

Oyster Soup
Roast Turkey Giblet Gravy
Cranberry Sauce
Chicken Pie Currant Jelly Celery
Apple Sauce Pickles
Mashed Potatoes Creamed Onions
Hubbard Squash Mashed Turnips
Pumpkin Pie Mince Pie Indian Pudding
Fruit Cake Election Cake
American Cheese
Cider Coffee
Apples Pears Grapes Hickory Nuts
Butternuts Black Walnuts

The crown of the feast must be our national bird, the turkey, richly brown, steaming hot, and carved on the table. For a large family select two small turkeys rather than a large one, whose legs, covered with scales and long hairs, betoken old age, and whose meat will not prove as sweet and tender as that of a small, plump hen-turkey. The dressing is a matter of inherited taste—a true case of "the kind mother used to make" being preferable. Therefore, whether you like best a dressing savory with herbs, highly seasoned with pepper, dry and flaky, or moist and soggy, it would be well to look up mother's recipe and follow it to the letter.

In roasting the turkey, never fail to brown the back first. This allows the juices to be retained in the breast, and the white meat will be moist and tender.

To follow the old-fashioned idea, cranberries should not be strained. They must be cooked quickly, allowing a pint of sugar and half a pint of boiling water to each quart of berries. Half a cupful of seeded raisins adds to the flavor and sweetness.

Pumpkin pie is as essential to the feast as turkey, and in days of yore mince pie was seldom absent. Mince pies can be made days before, but pumpkin pies must be absolutely fresh.

TRIED RECIPES

CREAM OF CELERY SOUP.

TO two stalks of grated celery and one-half cupful of boiled rice add one pint of new milk and simmer all together gently until the celery and rice can be pressed through a sieve. Season to taste after adding one quart of hot milk thickened with a little corn starch dissolved in cold water. Serve hot with toasted bread sticks.

CHICKEN PIE.

Cut a chicken into joints as for fricassee and put over the fire, with enough cold water to cover it entirely. Add onions and lemon juice, cover closely, and simmer very gently until the meat is tender. Strain off the gravy, season this to taste with celery salt, white pepper and parsley, and return to the fire. Thicken it with butter, rubbed into a little brown flour; arrange the chicken in a deep pudding dish, pour the chicken gravy over it, cover with a light puff paste crust, and bake.

SWEET POTATO AND OYSTER CROQUETTES.

To two cupfuls cold mashed sweet potato add one cupful of oysters which have been cut in pieces, and one cupful of sweet milk. Stir in two well beaten eggs, one teaspoonful of sugar, one-half teaspoonful of salt, and a dash of cayenne. Form into balls, roll in beaten egg, then in crumbs, and fry in deep fat.

DUMPLINGS.

One pint of flour, one cup of sweet milk, two rounded teaspoons baking powder and a pinch of salt. Make into dough soft enough to handle. Pat it out into small rounds half an inch thick, or if too soft to cut, drop it with a spoon.

TONGUE SALAD.

Cut cold boiled tongue in thin slices and arrange on a platter. Make a dressing of a small onion, six anchovies and six springs of parsley all chopped fine. Add half a cup of French dressing and when mixed pour it over the tongue.

CAULIFLOWER FRITTERS.

Soak and boil the cauliflower in the usual way, then separate into flowers. Dip each piece into a thin batter, plunge into boiling fat and fry a delicate brown. Serve very hot on a napkin. If preferred the pieces may be dipped in a mixture of salt, pepper, vinegar and oil, then fried.

CRANBERRY MARMALADE.

Wash three quarts of cranberries barely cover with water and cook until the berries are tender. Press through a sieve and add to this juice and pulp six pounds of warm sugar, two pounds of seeded and chopped raisins and four large, very clean oranges. The oranges should be minced fine, thus using skin and pulp, but the seeds should be picked out. Cook until thick and turn into glass jars. The orange skins must be cooked until thoroughly tender.

PUMPKIN PIE.

Take a quart of stewed pumpkin, pass through a sieve, nine eggs, white and yolks beaten separately, two scant quarts of milk, one teaspoonful of cinnamon, and the same of nutmeg, and one and one-half cups of white sugar or very light brown. All this must be beaten together very smoothly and baked in a deep dish and without an upper crust.

DARK FRUIT CAKE.

One pound dried peaches, one pound prunes, washed and soaked 12 hours, then drained, stoned, and both fruits cut fine. Cream a half pound of butter, add one pound of sugar, five beaten eggs, the spices; add gradually three cupfuls of sifted pastry flour, the juice and grated rind of two oranges, a half teaspoonful cloves, one teaspoonful of ginger, one teaspoonful of cinnamon, a half teaspoonful of salt, a half pound of chopped nuts, the fruit lightly dusted with flour, and two teaspoonfuls of baking powder. Bake it in a moderate over for about three hours.

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POLITICAL REVERSAL IN TENNESSEE IS DUE TO BIG MORAL UPLIFT

Analysis of Causes for the Recent Election of Republican Governor in Solid Democratic State.

RIGHTEOUS REVOLT

NASHVILLE, Tenn.—For the first time since "reconstruction days" Tennessee has elected a Republican Governor. It is the effect, not by any manner of means the cause, of a great political uplift.

It has come about because the people of the state, whether rightfully or not it is not the purpose of this article to inquire, grew dissatisfied with alleged immoralities within the Democratic party in the state, and rose in revolt against the political faith of their fathers to bring rebuke upon leaders whom they regarded as corrupt. To understand the present political situation in this state, it is necessary to know the social, economic and commercial conditions upon which its politics are builded.

The people of Tennessee, as, indeed, those of the whole South, are very largely of pure Anglo-Saxon descent. They lack that admixture of German, Scandinavian, Slavonic and other blood which so largely characterizes the population of the North, the East and the West. There is a twofold reason: This state was settled originally almost exclusively from Virginia and North Carolina, and most of its "old families" trace their ancestry back through one or both of those commonwealths to England; and because of the unhappy conditions into which Tennessee, in common with the other southern states, was plunged at the close of the civil war, general immigration has never been induced in this direction. Community of ancestry has favored clannishness of political faith. The people of Tennessee are all, generally speaking, members of one great family, and a surprisingly large number of her older generation can give you the genealogy of every person, almost, in their community.

But there is another reason for the political solidarity of the South. The great misunderstanding which culminated in the civil war was its foundation. Back in those dark days just after the close of the war neither section was prepared to be just to the other. Political combination was considered the price of safety. In the South it was even more—it was regarded as the price of white supremacy and of the survival of Anglo-Saxon civilization.

The South combined. It became politically solid, and to this day it has remained solid—cemented in the recollection of post-bellum hardships and in prejudices founded upon the memory of differences which have passed away. The South has clung through all these years to the political tenet that its only safety lies in solidarity.

Political solidity in the South has always meant Democracy. There is a manifest weakening of this nowadays, but the time is not far past when the cherishing of Republican proclivities was generally regarded in the South as little short of treason.

There are four large cities in Tennessee—Knoxville, Chattanooga, Nashville and Memphis—in which a majority of the people at present favor liquor selling under certain restrictions. The majority of the people of the state, however, are in favor of prohibition. At the last session of the Legislature of the state a state-wide prohibition measure was passed. This measure, it is charged, has been more or less evaded in the large cities.

The country has not forgotten the assassination of United States Senator E. W. Carmack about a year and a half ago. Senator Carmack was editor of a strong prohibition paper in Nashville and opposed Gov. M. R. Patterson, whose political adversary he had always been. He was shot down upon a Nashville street by the Coopers, father and son, close friends of the Governor. Feeling ran high in the state. The trial of the Coopers was dramatic in the tensity of feeling which characterized its every turn. They were found guilty and appealed. The supreme court of Tennessee, composed largely of the political enemies of the Governor, after postponing judgment for months, affirmed the sentence as to the elder Cooper and remanded the son for retrial in the court below. Governor Patterson pardoned the condemned man without waiting to be petitioned to do so. His explanation was that the trial was a travesty upon justice and a mockery of law.

The criminal laws of Tennessee are a patchwork of ancient statues which regard the criminal from the viewpoint of the seventeenth century. Two consequences have followed their administration: The courts have frequently made travesty of trial for serious forms of crime; and the Governor has almost invariably exercised the pardoning prerogative with a frequency which has never failed, during election time, to call down upon him the cry of abuse.

A few months ago an election of judges of the supreme court of Tennessee was held. Governor Patterson took the field in behalf of a set of candidates chosen out of the ranks of the regular Democracy to oppose the reelection of the court which affirmed the sentence of the elder Cooper. His candidates were defeated by one of the heaviest majorities ever polled in Tennessee.

This was effected, it is alleged, by a trade between a faction of the Democratic party and the leaders of the Republican party in Tennessee. According to the terms of this alleged trade, the full Republican strength was cast against Patterson's candidates for the supreme court in return for a pledge from the disaffected Democrats to vote for the Republican nominee for Governor against Governor Patterson, the regular Democratic nominee, in the election this month.

Immediately following the defeat of his candidate for the supreme bench Governor Patterson published a card offering to yield the nomination he had received at the hands of the Democracy of Tennessee and go into a primaray election for that honor with any man whom the opposing wing of the party might name, upon the understanding that the Democratic party would unite behind the winner. The proposition was declined—which seems to give color to the allegation that a trade had been effected between th Democratic insurgents and the Republicans.

The Republicans, meantime, nominated Ben W. Hooper, a man of practically no political past, but of good attainments and personal character. Governor Patterson's challenge to a joint debate over the state was declined by Mr. Hooper. A few weeks later, Sept. 11, Governor Patterson announced his withdrawal from the field, declaring that his enemies within the Democratic party had forced this action upon him as the only means of reuniting the party, and declaring that he loved his party and its principles more than his personal advancement.

The unbiased observer can hardly fail to read the plain teaching of the facts set forth. Governor Patterson is, probably, the most powerful orator in the South today. He is a man of gigantic intellect and absolute fearlessness. The political "machine" behind him was in good repair and well oiled. Back of his candidacy lay all the strength of the solid South—all the power of southern prejudice against the Republican party. He is a Democrat of Democrats, the honored son of a revered Democratic member of Congress. He was opposed by an unknown man—and a member of the detested Republican party.

The reason of his rejection lies in the moral sense of the people of Tennessee. The people of the state became convinced that he stood for laxity in the administration of the law; and not all the political prejudices of half a century, not all the eloquence of one of the most marvelous men south of Mason and Dixon's line sufficed to hold them together. It had come, as they believed, to a choice between party fidelity and fidelity to convictions upon moral issues—and they have cast aside party and candidate and prejudice and tradition.

The success or defeat of a candidate may be a small thing; the correctness or mistake of the people concerning the righteousness or unrighteousness of his attitude may be a small thing. The great thing in this matter was not the election of a Republican, nor the breaking up of traditions, but the fact that the people of Tennessee rose with so unmistakable an answer to the propounding of a moral issue in a political campaign.

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WIRELESS TOWER ON FRENCH COAST IS AN INNOVATION

The wireless telegraph station which has been recently erected by the French government on the channel coast of Boulogne is of interest from the fact that it represents the first official application of the Bellini-Tosi system of directed waves, says the Scientific American.

The new plant at Boulogne is operated by the French postal and telegraph department and is laid out so as to be operated either by the usual method or by the Bellini-Tosi system. Accordingly, the plant has an ordinary vertical antenna and an antenna for directed waves. These aerial systems are supported by four structural iron towers 155 feet high placed at the corners of a 260 foot square.

Four cables connect the tops of the towers, and the Ballini-Tosi antenna, consisting of two groups of wires, is suspended from these. Each group is formed of two vertical antennae converging towards the top, each having six parallel wires spaced 13 feet apart. These antennae form a triangle with a horizontal section near the ground and two inclined wires. At the top the antennae are 260 feet apart and at the bottom 420 feet. The station is working with the French stations of Saintes-Maries, on the Mediterranean coast, and also with the Algiers post.



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COSTLY REGALIA FOR LODGES FIND A READY MARKET

Millions of Dollars Are Expended Yearly in the United States for Fraternity Paraphernalia.

Millions of dollars are spent every year in the United States for lodge regalia, says the Kansas City Star. The costumes are made up in almost every color, but the designs generally are flashy. Red is the favorite, yellow and blue run neck and neck for second honors.

The combinations are not supposed to blend, the idea being to give a dazzling effect which will inspire the wearer with a commanding spirit and instil in the neophyte respectful humility.

One Kansas City firm issues 250 catalogues describing its different lodge and fraternity paraphernalia.

"We all like to be dressed up now and then," said the manager of the firm, which sells $3,000,000 worth of lodge equipment each year. This firm recently manufactured a nickel studded uniform for a Kansas lodge officer. The uniform alone weighed 20 pounds. The helmet, which was extra weighed three pounds. The uniform is almost a duplicate of one a Kansas City lodge man has been wearing one night in every month for 10 years.

MOSQUITOES IMITATE A FIRE.

A cloud of "smoke" which appeared to be rising from the cathedral tower at Belgrade was found, when the fire brigade arrived, to be a large cluster of mosquitoes, compact at the base and tapering toward the top.

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Irrigation Works Are Transforming State of Colorado

Denver in 50 years has become large city in midst of rich section.

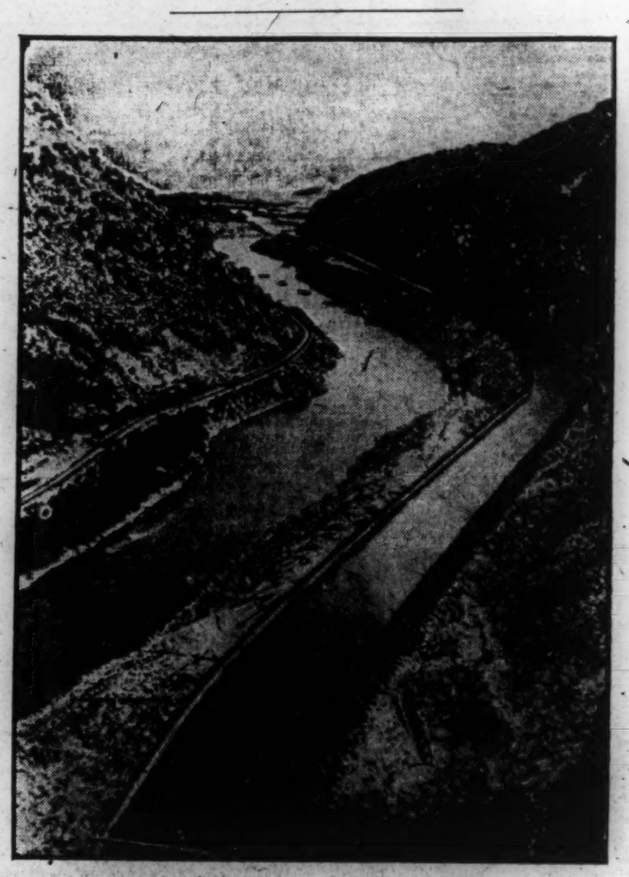
DENVER—From a waste of cactus and sagebrush to a growing city of over 200,000 inhabitants—this is the transformation that has taken place in a period of 50 years within the 60 square miles of territory covered by the city of Denver, Col.

Today Denver stands in the midst of a farming country, watered by irrigation, and the products of the soil are crowding the wealth of the hills for honors in contributing to the support and growth of Colorado's capital city. Taking the state as a whole, the value of the combined agricultural and horticultural products is more than four times the value of the gold production, the figures for 1909 being something over $100,000,000.

Irrigation enterprises have sprung up like magic in all parts of the state, and now large sums of money are being expended in the construction of immense reservoirs and mile after mile of canals. Within a few years every foot of land surrounding Denver will be under cultivation. To the north of the city, stretching away for nearly 75 miles, is the great northern Colorado district, one of the largest irrigated districts in the world, embracing something over 900,000 acres, dotted with thriving towns and small cities, and supporting numerous beet sugar factories. Eastward lies the broad plains, stretching away to the Kansas and Nebraska lines. Gradually the irrigation canals are being extended over this territory, but in the meantime industrious farmers are forcing the soil to yield abundantly by a system of intensified farming, commonly referred to as "dry farming."

Within the last three years the construction of immense irrigation works has been in progress near Denver. When these are completed, practically all of the land within a radius of 25 miles will be placed under irrigation. Approximately $8,000,000 is being spent in the construction of four large reservoirs tributary to this area. In addition, two more reservoirs are proposed. The four reservoirs will contain sufficient water in storage to irrigate 200,000 acres of land. More than 200 miles of canals are being built to distribute the water. Orchards are being planted and truck gardening begun on land already watered from these projects.

Winding through the country south and east of Denver is the Highline canal, the headgates of which are in Platte canyon, about 20 miles southwest of the city. After leaving the canyon the canal takes a northeasterly direction, finally terminating at a point about 13 miles northeast of the center of the city. Although this great canal is 85 miles long, at no point is it more than 20 miles from Denver. In this territory there is about 65,000 acres of land.



THE HIGHLINE CANAL IN PLATTE CANYON.
This artificial waterway is 85 miles long and supplies a territory of 65,000 acres of land.

Just now the entire state is agitated by the "good roads movement." The state government is doing a large amount of work and various counties are interested. A large percentage of this work is being done in the mountains where roadways have to be blasted through solid rock. Castle Rock, a cut on the Crags Automobile Boulevard through the mountains near Denver, is a striking example of this sort of road building. Although it leads through deep canyons, and winds its way up steep mountain sides, it is as smooth as any well-constructed highway down in the valleys or out on the plains.

To help promote growth and development, Colorado is building up a system of efficient organizations. The Denver Chamber of Commerce, through effective methods, is producing an aggressive spirit of "pull together" among the citizens of Colorado. An association composed of all of the commercial and civic bodies of the State is being formed, through which will be instituted a systematic campaign for more settlers and more industries. Team work is the key note of this movement, and the union of forces in the State for a greater and grander Colorado is the aim.

Agricultural Education in Georgia Brings Results

Latest reports give high credit to state college of agriculture and its eleven branches.

ATLANTA, Ga.—Never in Georgia's history has she had such exceptional reasons for thanksgiving as in the present year of 1910, based as they are on official statistics that have just been compiled by the state department of agriculture and other recognized authorities.

Much of the marvelous increases in Georgia crops is directly attributable to the establishment of the State College of Agriculture and its branches in each of the 11 congressional districts. As an instance of this, from the reports already in, it is believed that the average yield of corn per acre in Georgia will this year closely approximate 20 bushels per acre, the average yield in the past having been 14 bushels per acre. One of the graduates of this institution, Edward Johnson, of Hall county, reports this year a yield of practically 125 bushels of corn per acre, while reports already received from several hundred boys of the 4000 now enolled as members of "boys' corn clubs" in 40 counties, show an average yield of 60 bushels of corn per acre.

When it is remembered that this movement is but two or three years old, and that Georgia, in spite of her vast and versatile natural resources, is essentially an agricultural state, the future advance and increase in her annual revenue means much to the nation at large as well as those who are citizens of the commonwealth.

Perhaps the best proof of development in Georgia is shown in the summary of financial operations of railroads in the state. In 1895 the railroad mileage was 5240 and the gross earnings $16,930,146. In 1909 the mileage was 6992 and the gross earnings $39,506,099. In 1909 the railroads handled approximately $12,000,000 passengers; the street railways some 50,000,000 passengers.

The report of the state school commissioner shows the educational progress of the state, the common school expenditures having increased from $471,029 in 1880 and 1,980,016 in 1900, to $4,229,254 in 1910. School property amounting to $3,155,433 in 1900 has increased to $8,603,873 in 1910, and the 107 high schools in Georgia in 1900 to 849 high schools in 1910.

In spite of the tremendous growth and advancement shown by official reports of the state departments, the natural resources of Georgia, comparatively speaking, have scracely been touched. Georgia's waterways offer thousands of horsepower that is now being harnessed to furnish the necessary force for her present and future industries at prices that promise big profits for all those interested. Georgia marble and other building stones are receiving the highest commendation of national and government experts and are being shipped to all parts of this and other countries.

Georgia's products are the most varied of any state east of the Mississippi. There are 17 varieties of commercial minerals now being mined in Georgia, amounting to many millions annually.

The second state in the production of cotton, there is no estimating her wealth from this source when the new methods of raising this plant become general. John B. Broadwell, a farmer of Milton county, is raising three bales of cotton to the acre, and J. G. Truitt of Troup county has a similar record. These bales are 500 pounds and with cotton selling at 15 cents and better, they but prove the possibilities of Georgia land and climate when mixed with intelligence and judgment. Add to this the thousand pounds of cotton seed for every bale, worth about $30 per ton, and some value of the by-product of cotton may be had. Indeed, few realize that this seed by-product of the Georgia cotton crop is worth almost as much to the Georgia farmer as the average yield per acre of corn and small grain to the farmer of the middle West.

But it is in the present movement toward diversified and intensified farming that Georgia is reaping her greatest benefits. But a few years old, the peach industry is today world-famous and the millions paid for this crop are rapidly increasing. Melons, fruit and truck of all kinds are being produced at great profits and there seems to be no supplying the demand for Georgia products in the northern and western markets. Apples, in North Georgia, are also becoming one of the state's great crops, while in South Georgia pecan growing is proving one of the most successful of the many crops raised in that fertile section.

The present prosperity of this "Empire State of the South" but marks the dawn of a new Georgia, for enough has been done to prove positively the countless millions in wealth that simply await the continuance of the present progressive methods of development.

MARVELOUS STORY TOLD IN FIGURES OF GEORGIA'S ADDED CROP VALUES

THE following comparative statement of the value of the crops of Georgia for the years 1905 and 1909, have just been compiled by Prof. J. T. Derry, chief of the statistical department of the department of agriculture of Georgia:

	1905 Production.	1905 Value.	1909 Production.	1909 Value.
Corn	47,255,164 bush.	$33,078,615	61,100,000 bush.	$52,528,000
Wheat	2,106,556 bush.	2,254,015	2,450,000 bush.	3,552,000
Oats	3,522,075 bush.	1,866,700	6,650,000 bush.	4,722,000
Rye	109,386 bush.	119,231	126,000 bush.	189,000
Irish potatoes	560,755 bush.	628,046	810,000 bush.	810,000
Sweet potatoes	4,990,000 bush.	2,895,000	5,187,000 bush.	3,916,000
Hay	132,081 tons	2,690,276	117,000 tons	1,849,000
Cotton, inc. linters	1,759,083 bales	89,590,581	1,901,830 bales	125,770,000
Cotton seed	804,088 tons	13,267,452	812,000 tons	22,270,000
Tobacco	1,068,900 lbs.	181,713	1,470,000 lbs.	409,000
Rice	97,696 bush.	90,650	100,000 bush.	87,000
Sugar (from cane)	220,000 lbs.	10,850	226,730 lbs.	11,366
Molasses (fr. cane)	3,250,000 gals.	1,140,000	3,300,000 gals.	1,155,000
do. (fr. sorghum)	640,000 gals.	192,000	650,000 gals.	195,000
Total value		$148,233,129		$217,523,336

Miscellaneous vegetables, apples, peaches, berries, other fruits and melons, $15,000,000.

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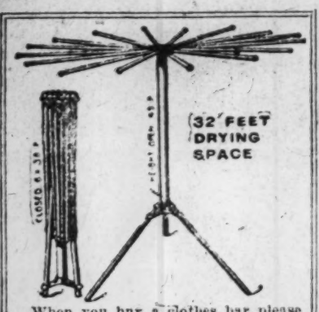
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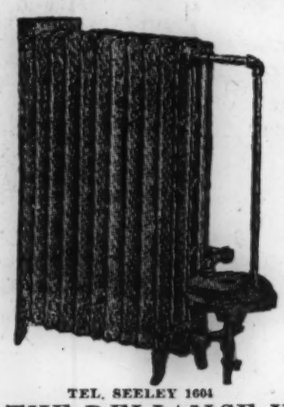
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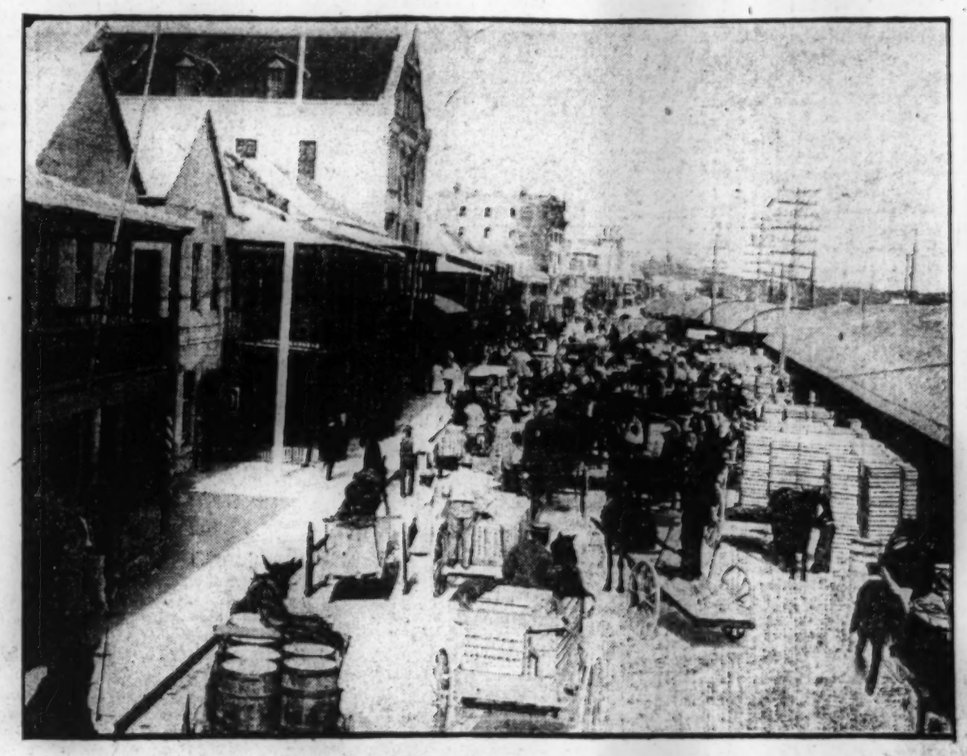
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Bermuda Gaining Reputation as a Tourist Resort

About 10,000 visitors voyaged to the island during the vacation season just ended, many from U. S.



FRONT STREET, HAMILTON, BERMUDA.
Typical scene in one of the busiest sections of the market district where odd vehicles unload the farm produce.

HAMILTON, Bermuda—About 10,000 visitors came to this island during the last vacation season just closing, thereby increasing the growing reputation of the place as a tourist resort. The island is now an established summer and winter resort, hundreds of travelers from the United States and other countries arriving by every steamer, two of which come into port each week.

The hotels are large and under competent management, and are kept open all the year. Bermuda is picturesque and visitors who imagine they are coming to a small rock in mid-ocean, are always agreeably surprised to find lovely scenery, splendid roads, facilities for driving, riding, cycling, boating, fishing and bathing.

During the past 25 years the island has undergone complete reconstruction; modern buildings have been erected on the sites of the old obsolete ones; trade has developed since the advent of steam, which replaced the old sailing ships; many very fine shops have been opened, the streets widened and business generally has advanced with rapid strides.

Bermuda has no manufactories and food stuffs—clothing and other necessaries are imported either from the United States or from England. Goods are also imported from Canada, steamers running regularly from all these countries. There are no railways, trolleys or automobiles, but several good livery stables furnish carriages to all points.

In Hamilton (the capital) are two good banking houses with branch banks at each end of the island. About 1,600 imperial troops are stationed here, consisting of artillery, engineers and infantry, which adds greatly to the social life of Bermuda. The navy is also represented by those stationed at an extensive naval dockyard situated at the western end of the island where a floating dock of very large dimensions is located. In recent years a new breakwater has been built.

Among the attractions are several noted caves, the chief being the "Crystal Cave," which contains stalactites thousands of years old. The cave is lighted by acetylene gas jets, making a brilliant display.

The chief industry for many years past has been farming, potatoes and onions being grown and exported in large quantities, principally to the New York market. Attention is now being given to producing lily bulbs and green vegetables. Celery has been grown in great quantities and brings good returns.

A public garden has been established, where experiments in horticulture and agriculture are carried on with the view of educating the people in those subjects. Education is having the earnest attention of the authorities, and it is anticipated that a free school system will ere long be established. A few good schools are already in existence.

ORIGIN OF NORMAN RACE IS DETAILED

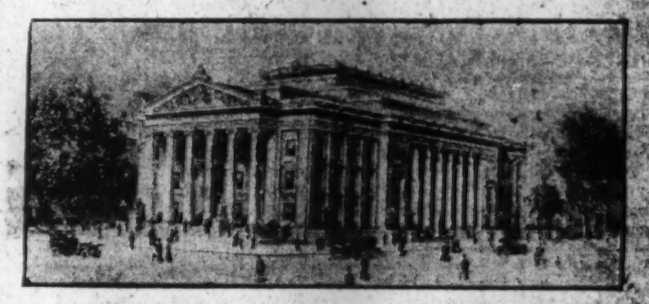
The Normans were Northmen, or to be more precise, the descendants of Northmen who had been expelled from their native Norway in consequence of an effort on their part to subvert its institutions, and to make its land hereditary instead of being divisible among all of the sons of the former owner, says the New York American.

They won and held the fair province of northern France, which they named Normandy, after their native land. When they invaded England they were Frenchmen only in the sense that they had lived for some generations on French soil.

They belonged to the great Germanic breed, along with the Anglo-Saxons, Danes and other Scandinavian and German peoples.

CONNECTICUT ADDING COSTLY MASSIVE PUBLIC BUILDINGS

Tendency in All Parts of State Is to Erect Structures That Will Add Beauty and Grace to Their Surroundings — Two Notable Examples.



NEW COURT BUILDING AT NEW HAVEN, CONN.

MODERN architecture along classic lines is doing a noticeable work in making beautiful and attractive the cities of Connecticut. Citizens of the Nutmeg state, whether they reside in New Haven, the largest city of the commonwealth; Hartford, the capital, or in one of the numerous other cities or towns take pride in recent additions that have called the attention of the outside world to the building advance of the state.

In New Haven a "city beautiful" plan is being carefully worked out. At Hartford the capitol, which cost the state over $2,500,00, is being surrounded, slowly, perhaps, but surely, with other expensive state structures. Bridgeport, Waterbury, New Britain, Meriden, New London—all the communities of this busy New England state have made notable advances or are considering plans for better and more commodious public buildings. The Monitor is enabled to present sketches of two notable examples of this progress in architecture—the new state library and supreme court building soon to be dedicated at Hartford, and the new county building at New Haven, which is now being constructed.

NEW HAVEN, Conn.—One million dollars is being expended for the New Haven county court house now being erected in the city of New Haven. Its location is at the corner of Elm and Church streets, fronting the historic New Haven green.

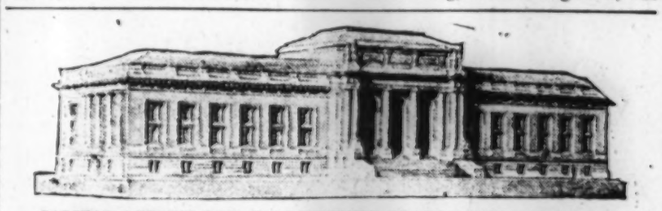
This new building is part of a "city beautiful" plan, which includes among other proposed buildings a new public library now nearing completion and occupying the corner at the other end of the Elm street block. In the near future it is proposed to build a hall of records between the court house and the library, and thus the three buildings will occupy the entire block. The architects of the court house are Allen & Williams of this city.

The structure is designed on classic lines, following the earliest traditions of Greek architecture. It is to be fireproof throughout. The exterior walls are faced with Vermont white marble. The interior finish is of dull glazed white marble and African mahogany. The floors are of mosaic in all halls, corridors and passages; in the minor offices quartered white oak is used.

In dimensions the building is 300 by 116 feet, three stories in height and is surmounted by a terraced roof which makes the total height of the building about 100 feet. It will contain seven court rooms consisting of the court of common pleas, superior courts and supreme court with their adjacent offices. On the front of the building in the third story is located the law library. The offices of the county commissioners, county treasurer and sheriff are located on the first floor of the structure.

HARTFORD, Conn. — Thanksgiving day this year brings to the people of Connecticut practically the completion of their new state library and supreme court building which has been in the course of construction on Capitol avenue, this city. The dedication of the structure will be the final act of the special commission appointed by the Governor, in turning over to the people this fine new state building.

This building, which is of granite, was first authorized by the General Assembly of 1903. It is located oposite the Capitol on Capitol avenue, midway between Lafayette street and Oak street. It is an adaptation of the Italian renaissance style of architecture.



CAPITOL AVENUE FRONT OF NUTMEG STATE'S NEW LIBRARY.

The central or main hall, Memorial hall, the library reading room and supreme court room extend through both the first and second stories of the building and thus occupy practically all the available space, except in the case of the central hall, where, owing to the greater height of the building at this point, there is a large attic space which has been provided with means of communication and access so that in case of future need this space can also be equipped and occupied for public purposes.

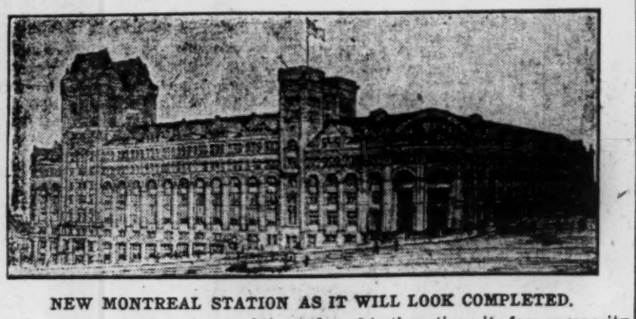
Provision has been made in Memorial hall for hanging the portraits of the several governors of the state, Stuart's portrait of Washington and the display of the Old Charter.

Among the other states which have separate state library buildings, or are planning for them, are Iowa, New York, New Hampshire, Pennsylvania, Louisiana, Missouri and Virginia.

Millions for Improvement of Canadian Railway

Two stations of Canadian Pacific road in Montreal being enlarged at tremendous cost.

MONTREAL — The story of the growth and development of the Canadian Pacific railway reads like a fairy tale or an old-fashioned romance. And the modern sequel to this chapter in the history of railway development in Canada is to be found in the statement that during the past five years extension work on the Canadian Pacific has entailed an increase of $120,000,000, or 45 per cent in capital stock issues.



NEW MONTREAL STATION AS IT WILL LOOK COMPLETED.
Windsor street structure is now being enlarged to three times its former capacity at a cost of over $2,000,000.

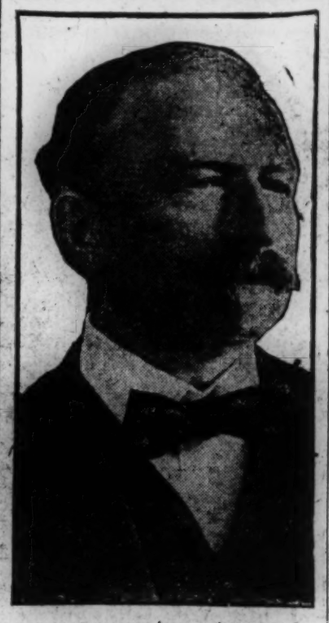
In that time the mileage of the road has increased from 8500 to over 10,000 miles, and the gross earnings from $50,000,000 to almost $100,000,000. At the present time plans are under way for the construction of 500 miles of new track during the coming year, and within the next two years the company expects to open up sufficient territory to accommodate 200,000 new settlers. The road now operates over 10,000 miles of road in Canada and over 5000 in the United States. No other road on the American continent operates 10,000 miles, the nearest being the Atchison with 9795 miles, Southern Pacific with 9626, and the Chicago, Burlington & Quincy with 9282 miles.

Today the company is carrying on several large and important improvements. In Montreal the Windsor street station is being enlarged to three times the present capacity at a cost of over $2,000,000. When completed this station will be one of the finest terminals in the world. In addition the Place Viger station and freight yard in the east end of the city are to be enlarged at a cost of over $1,000,000.

In Toronto millions are to be spent in the near future for new terminals and facilities. In the West new hotels, stations, bridges, etc., are being erected at a great many points as well as the building of new branches. Last year a new spiral tunnel was opened in the Rockies, which cost the company over $2,500,000. This was the means of lowering the grade and shortening the time to traverse one of the most difficult sections in the mountains.

About 30 years ago the Canadian government was confronted with the task of building a railway which would connect the eastern and western provinces. It was on this condition that British Columbia agreed to enter confederation. The government made somehat indifferent efforts to construct the road itself, but public ownership was not as popular then as it is today, and after visiting many of the European centers in search of capital the government was forced to turn to other quarters and enlist the support of some of Canada's wealthy citizens.

George Stephen, now Lord Mount Stephen, was induced by Sir John A. MacDonald, the Canadian premier, to undertake the work. He and his associates were given 10 years in which to construct the road and to aid them in the building of it were given $25,000,000 in cash and 25,000,000 acres of land, but this proved only a bagatelle, as much larger sums were required. At that time money was very difficult to obtain. Great Britain and other European countries had little or no faith in Canada,



SIR THOMAS SHAUGHNESSY.
President of the Canadian Pacific railway which is in midst of big improvements.

and even Canadians themselves were divided in regard to the advisability of constructing this road.

However, George Stephen set resolutely to work. He secured the active cooperation of Donald A. Smith, now Lord Strathcona, R. B. Angus, now president of the Bank of Montreal, and to a lesser extent the late James Kennedy of New York and James J. Hill. This little group had been associated in the building and operating of the old St. Paul, Minneapolis & Manitoba, now known as the Great Northern. They had made money in connection with this road and had become familiarized with western conditions and the possibilities of the country. The little group started out to build a line from coast to coast, but soon their funds ran out and they were put to their wits' end to keep things going.

Messrs. Hill and Kennedy soon dropped all connection with the work and the task of carrying it on fell upon Stephen, Smith and Angus. They were forced to part with the bulk of their valuable holdings in the Great Northern and staked every cent of their personal fortunes, going even to the extent of mortgaging their homes in order to raise money for the work. They accomplished their herculean task in half the time in which they had contracted to do the work, driving the last spike in five years from the commencement of the work. As a reward for the work which they did in the building of the road, two of the men received peerages and became known as Lord Mount Stephen and Lord Strathcona.

Once the road was built, success came with surprising rapidity. The Canadian Pacific began an active advertising campaign throughout Great Britain and Europe. It purchased steamers and placed them upon both the Atlantic and Pacific oceans, thus going half way around the world with its own lines. About 15 years ago the Dominion government assisted the road in a publicity campaign by carrying a large amount of advertising throughout Great Britain and Europe, and to a lesser extent in the United States. As a result immigrants began to pour into Canada. It is estimated that in the last 10 years no less than 1,445,288 arrived. This influx of population meant the settling of vast areas throughout the west, and the Canadian Pacific was compelled to build branch lines to accommodate the settlers. Every year large blocks of railway land were sold to settlers at higher prices. Altogether the company has received over $76,000,000 from land sales alone. Of this amount approximately $36,000,000 has been expended on the company's property, with the result that fixed charges amount to only $954 per mile. Unsold land now amounts to about 13,000,000 acres. While no estimate of the value of this land can be accurately made, it is safe to say that a figure of $10 per acre is putting the valuation at a very low figure. This would make the present land holdings of the company worth about $130,000,000.

In connection with its land holdings, the Canadian Pacific has started an immense irrigation scheme in southern Alberta, setting out to reclaim and irrigate over 3,000,000 acres of land. This work has been successful and southern Alberta is becoming one of the most fertile and prosperous sections in the West. Another plan, tried the past year, was that of settling old country farmers on what is known as "ready-made" farms. Several hundred of these were prepared a year ago, the ground broken, farm buildings erected and everything put in readiness for the arrival of the new settlers. This gives the newcomers a chance to begin operations at once and enables them in a year or two to pay off all their indebtedness to the railway company. It is the intention to further develop this idea.

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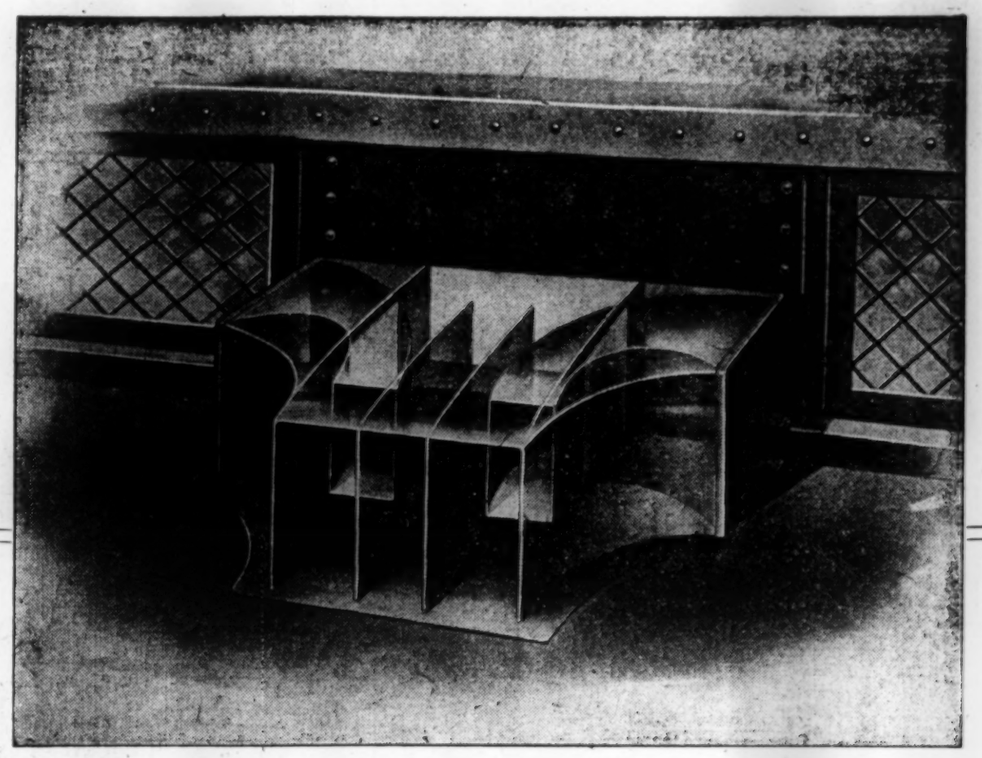
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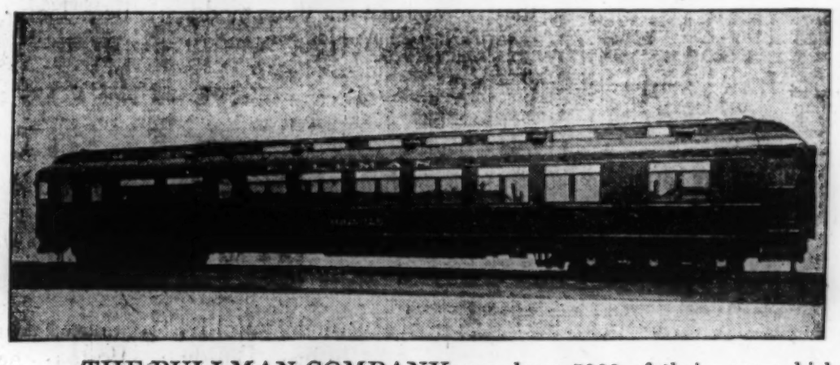
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They have interpreted for it their own and other compositions. The music rolls are marked by the musical authority best qualified.

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In selecting a Pianola Piano you have the satisfaction to know:

Your judgment is endorsed by practically every musical authority.

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By royalty and others who demand the best.

No one else can play better music, or play music better than you and your loved ones.

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* Of course, if you prefer, the Pianola Piano may be used simply as a piano for hand playing or practice.

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The Steinway,	$2000 to $2350
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